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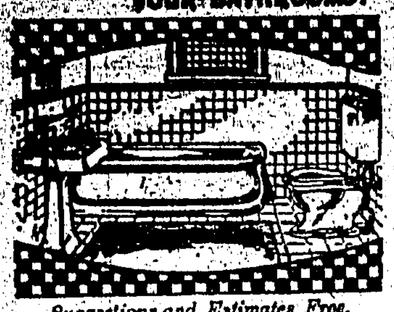

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THE C.E.R. DISPUTE ANTICLIMAX.

MUKDEN'S SURRENDER SEEMS CERTAIN.

WANG'S DENIAL DOES NOT FIT WITH LATEST NEWS.

EVENTS IN MOSCOW.

While Dr. C. T. Wang, the Nanking Foreign Minister, has denied, as anticipated, the report of direct negotiations between Mukden and Moscow, there appears to be little doubt of Chang Hsueh-liang's pusillanimous surrender.

A Note to Russia from the Nanking Government has been rejected by M. Litvinoff, who describes it as valueless as Chang Hsueh-liang has already accepted the preliminary conditions of settlement.

In London, it is stated that it is impossible to get a real idea of what is happening, but it is certain that feelers have been put out for direct negotiations.

The Soviet carried out two serious bombing raids yesterday, and it is possible that these have been ordered to further impress upon Chang Hsueh-liang the extent of Russia's power and to avert any possibility of his relenting his decision.

Soviet War Feeling.

Moscow, Nov. 29.

The recent warfare in Manchuria was referred to during a speech by M. Rykoff opening the session of the Central Executive Committee of the Soviets to-day.

M. Rykoff said that the Soviet military authorities in the Far East had been forced to take more resolute measures to repulse the provocative attacks of the Chinese troops and the White Russian guards on Soviet territory, and to defend the civil population on Soviet territory.

The striking superiority of the Soviet army testified that the Soviets had refrained from war not because they were afraid to fight but because they were unwilling to fight.

No Object Except Peace.

"I most emphatically declare that the Soviet pursues no other objects in China except peace.

"We do not desire to seize a single metre of Chinese territory.

"The Red Army has displayed a high degree of organisation and discipline and has maintained a most careful attitude towards the civilians population of China.

Nanking's efforts to secure the intervention of the Powers testify to the attempts to disrupt the direct negotiations proposed by the Mukden Government.

Nanking Note.

It is also learned that the German Ambassador, Von Dirksen, to-day handed to M. Litvinoff, the acting Foreign Commissar, a Note from the Nanking Government, dated November 14th, referring to the Chinese Eastern Railway dispute and making certain suggestions regarding a settlement of the affair.

It is to be noted that the Nanking Government's communication is dated three days prior to the opening of hostilities in the north Manchuria.

M. Litvinoff, in reply to Von Dirksen, refers to General Chang Hsueh-liang's acceptance of the preliminary conditions of settlement (the restoration of the pre-conflict situation on the Railway and the reinstatement of the chief Russian officials) and says that the Nanking Government's proposal can only have the effect of prolonging the conflict. It is, therefore, valueless.—*Reuter.*

London, Nov. 29.

The position regarding the reported British, Japanese and American demarches and the suggested Russian and Chinese pro-

(Continued on Page 10.)

LABOUR PLAN FOR WHITEHALL.

NEW GOVERNMENT OFFICES TO BE ERECTED.

TO ADD TO DIGNITY.

London, Nov. 29.

Plans to erect new Government Buildings in Whitehall are in contemplation, it is learned.

The Government will take a decision on the proposals within the next month and the work will then be undertaken in sections in order not to interfere with the business of the departments concerned.

It is intended that the buildings shall be on lines designed to add to the dignity of the famous street of Government offices and although the cost will be great it is contended that there will in the end be a saving because staffs will be housed together which are at present distributed over London.

The buildings will be on the eastern or river side of Whitehall and will extend from the Cenotaph to a point opposite the Horse Guards' Parade.

The scheme will involve the demolition of Montagu House, the famous old home of the Dukes of Buccleuch, which is now the Ministry of Labour.—*British Wireless.*

GOOD CUSTOMER OF BRITAIN.

HUGE ORDERS FROM THE RHODESIAN RAILWAYS.

London, Nov. 29.

In view of the importance that is attached to the expansion of British trade with the Empire Oversees, especially as contributing to the relief of unemployment in this country, the following announcement from the London office of the Rhodesian Railways is printed in London with such headlines as "A good customer:"

During 1929, the Board of the Rhodesian Railways has placed orders with British firms valued at £1,473,863, including £251,580 for twenty-one passenger coaches, and four hundred and ten goods wagons.

Tenders are still under consideration for engines and trucks making the total orders for the year nearly one and three-quarter millions sterling.

The Board points out that it is maintaining its policy of placing all its orders in Britain.—*British Wireless.*

AMERICA SHIVERS WITH COLD.

FIRST TASTE OF WINTER A SEVERE ONE.

New York, Nov. 29.

An icy gale from the west at a temperature of twenty-two degrees has given New York its first taste of winter.

The temperature is below zero in the north-west and central States of America, while freezing weather is being experienced as far south as Georgia.

Heavy snowfalls have occurred in the Rockies and many other places, especially along the Mississippi Valley. Several deaths have occurred in the Great Lakes area owing to intense cold.—*Reuter.*

NOTED OBSERVATORY DIRECTOR.

FATHER FRANCIS TONDORF PASSES AWAY.

Washington, Nov. 29.

The death has occurred of Father Francis Tondorf, the Director of the Seismological Observatory at Georgetown University.

His most notable achievement was locating the terrible Japanese earthquake of 1923, hours before the world became aware of the catastrophe.—*Reuter's American Service.*

NOBEL PEACE PRIZES.

Oslo, Nov. 29.

The Nobel Committee of the Storting has decided not to award the Peace Prizes for 1928/29.—*Reuter.*

KWANGSI TROOPS ADVANCING.

CANTONESE GIVE UP SHIUHING.

WITHDRAWAL PENDING MORE REINFORCEMENTS.

OFFICIALS HOPEFUL.

News received in Hongkong to-day regarding the invasion of Kwangtung by Kwangsi forces is to the effect that the Cantonese troops have evacuated Shiuhing, and it is expected that the invaders will occupy this West River port very shortly.

This information follows earlier news that the advance troops of the Kwangsi forces reached Lukpo, fifteen miles above Shiuhing, yesterday morning, and that the Cantonese forces had retired to Shiuhing.

Canton, Nov. 29.

H.M.S Tarantula arrived safely in port last evening, coming down from Wuchow. This appears to dispose of the report that the West River had been extensively mined.

Absolute quiet rules in Wuchow. Large numbers of Kwangsi troops have passed through on their way down the West River.

Bomb Incident.

It is reported that very few troops have been seen along the river banks and only one incident worthy of notice has occurred, this being when a Cantonese aeroplane dropped a bomb on a large village. The bomb fell on the edge of the village near the river bank.

There is no change to report in the situation here. Absolute confidence is still the note in official circles. The city is entirely quiet and business is proceeding as usual.

Admiral Chan Chak, Commander-in-Chief of the Kwangtung Provincial Fleet, left Canton this morning for the West River.

Canton Defence Line.

The Cantonese armies are now supposed to have completed a line of defence from the West River, a little above Samshui, right across the country to Tsing Yun, on the North River, thus defending Canton from attack both by the Kwangsi troops from the West River and from the Ironsides from the North River.

This line of defence is from about 35 to 60 miles west and north-west of Canton.

Many rumours have been in circulation here during the last few days. One heard yesterday was to the effect that Marshal Chiang-Kai-shek had arrived in Canton by aeroplane from Nanking. This, however, is not believed.—*Our Own Correspondent.*

Artillery Arrive.

Chinese reports state that outwardly Canton is more assured with the arrival of two artillery brigades of troops of the Third Nationalist Division. These arrived here last evening at six o'clock and it is expected that they will leave for the front some time to-day.

Over 10,000 Kwangsi troops are moving down the West River under the supreme command of General Wang Shao-hung and they are reported to have occupied Takhing without opposition. Fighting is imminent, despite the continued retreat of the Cantonese troops to avoid encountering the Kwangsi and Ironside rebels until a more opportune time after the arrival of all reinforcements from the North.

Refugees in Canton.

Canton aeroplanes yesterday flew over Takhing and Shiuhing dropping pamphlets advising the people to withdraw in view of the coming conflict on the West River.

Hundreds of refugees, particularly the rich residents, from Takhing and Shiuhing have arrived in Canton during the past few days.

The Commander of the Third Nationalist Division, General Chen Kai-shing, who arived in Hongkong from Shanghai yesterday, was among the passengers leaving for Canton last night on the s.s. Lungshan, accompanied by a number of his staff officers. General Chen stated that General Ho Ying-ching, the chief lieutenant of the Nanking Generalissimo, is also leaving Shanghai shortly for Canton to direct the operations against the Ironsides.

DEPORTATION LAW AMENDMENT.

MORE POWERS FOR THE GOVERNOR-IN-COUNCIL.

FOLLOWS HOME ACT.

The *Gazette* contains the draft of a Bill to amend the Deportation Ordinance of 1917.

The object of this Ordinance is to amend section 3 (2) of the Deportation Ordinance, 1917, so as to make it agree with the form of the Aliens Order, 1920, which is in force in the United Kingdom. In future the sub-section will read:

3.—(2) The Governor in Council may at any time summarily issue a deportation order against any person who in his opinion is an alien, if he deems it to be conducive to the public good that such an order should be issued.

It has been held in various cases that the Secretary of State when making a deportation order under the Aliens Order is not required to justify in a court of law his reasons for making the order, and is not bound to hold any inquiry or even to give the person concerned an opportunity of being heard.

In *Ex parte Brassler* (1924) 88 J.P. 89 (C.A.), however, the Court of Appeal expressed the opinion that it is desirable that the deportation order in such a case should contain a reference to show under what particular statutory provision it was made.

This point is dealt with in the new Form No. 7A inserted in the principal Ordinance by section 5 of this Ordinance. Sections 3 and 4 of this Ordinance deal with the same point.

COLONY'S BALANCE INCREASES.

SUBSTANTIAL RISE SHOWN IN AUGUST.

LAND SALE REVENUE.

A substantial increase in the Colony's credit balance is revealed in the financial statement made up to the end of August. This shows that the credit on August 31st was $10,615,619, compared with $9,966,218 at the end of July.

The total revenue for August was no less than $2,270,569, which compares with $1,831,937 for the same month last year. The principal increases were in licences and internal revenue not otherwise specified ($1,346,533 against $1,196,996) and land sales (456,440 against $109,337).

The outgoings for the month were $1,621,169, compared with $1,443,685 for the same month last year.

For the first eight months of the year the income was $15,643,896, against $15,432,804 last year whilst the expenditure was $13,119,911 as against $12,919,758 in 1928.

EXPLOSION OF WRECK OF "CELTIC."

THREE KILLED AND SIXTEEN BADLY INJURED.

London, Nov. 29.

A terrific explosion occured this morning on board the wreck of the White liner Celtic, as the result of which three workmen were killed and sixteen seriously injured.

It appears that the accident was due to the explosion of a compressed air tube during the operations on board the liner for breaking her up.

It will be recalled that she went ashore at the entrance to Queenstown Harbour in December last and that all efforts to refloat the great ship proved unavailing.—*Reuter.*

TREMENDOUS FIRE IN BOSTON.

ENORMOUS DAMAGE IN GALE DRIVEN BLAZE.

Boston, Mass. Nov. 29.

Five excursion steamers, a pier, and a dozen buildings were destroyed by a tremendous fire at the summer resort, Nantasket Beach.

The flames raged almost unchecked for several hours last night driven by a gale.—*Reuter's American Service.*

ARMS LAW BEING AMENDED.

FEWER PERSONS TO BE EXEMPTED.

SHIPS IN PIRACY ZONE MUST HAVE LICENCES.

NEW YEAR CHANGES.

There is shortly to be introduced in the Legislative Council an Ordinance to amend the Arms and Ammunition Ordinance, 1900.

Explanations attached to the Bill state that Section 2 amends the definition of the term "ammunition" in the principal Ordinance. The main object of the amendment is to include gas ammunition, but the definition is made more comprehensive in other ways also.

Section 3 amends the definition of the term "arms" in the principal Ordinance, so as to include weapons intended for discharging gas ammunition.

Limiting Exempted Persons.

Section 4 amends the definition of the term "exempted person" in the principal Ordinance. The list of exempted persons at present is very large, and the result is that there are a great many firearms in the Colony of which the police know nothing.

No doubt many of the persons exempt at present keep with the greatest care any firearms which they may possess, but others may be more careless, and their firearms may be stolen and may get into the hands of armed robbers and other criminals. The control of firearms is very strict in England now, and it seems desirable that we should follow that example here.

The new list of exempted persons will be a very restricted one, except of course that members of the naval, military, air, volunteer, police and district watch services will be exempted in respect of the arms and ammunition used by them in connexion with their duties.

Anti-Piracy Precautions.

Section 5 amends section 4 of the principal Ordinance in order to carry out the same policy of greater restriction in the number of persons entitled to possess firearms. The section deals inter alia with the question of firearms on board vessels. The present general provision on this subject is that the owner or master of any vessel may have on board "such arms and ammunition as are reasonably necessary for the protection of such vessel."

Sub-section (9) of the proposed new section will take out of this exemption vessels which regularly include in their ports of call any place on the East Coast of Asia between Vladivostok and Singapore, or any place on any river flowing into the sea on the East Coast of Asia between Vladivostok and Singapore, or any place in Formosa, provided that the usual extreme trading limits of such vessels do not extend beyond the places specified above.

Such vessels will not be allowed to carry arms while within the waters of the Colony except under licence from the Inspector General fo Police, which is to be the new title of the Captain Superintendent of Police. The vessels in question are those which trade in regions where the risk of piracy exists.

This control of the arms on vessels trading within the piracy zones will not be a new thing, as it was applied during the currency of the Piracy Prevention Ordinance, and gave rise to no inconvenience. Junks and other similar vessels have a special provision to themselves. They are allowed to have their arms and ammunition on board if such arms and ammunition are enumerated in the licence or clearance, and are reasonably necessary for the protection of the vessel.

Type of Ship.

Section 6 amends section 8 of the principal Ordinance by the substitution of the word "similar" for the word "Chinese" in the third line. The section in the principal Ordinance deals with the case of arms or ammunition found on board "any steam launch or motor boat, or junk or other Chinese vessel," and it throws a certain onus in that event on the master and other persons on board. The amendment is made because it is

(Continued on Page 16.)

Bulls and Inners

From the Office Butts.

A wild-eyed Scotsman, found on the slopes of Taimoshan in full of whisky in storage at Kowloon evening dress at dawn to-day, to-day is considerably less than it explained that he was merely was yesterday. planting thistles!

For men, "tails" were the thing last night. This morning, "heads" are the vogue.

One thing that's worse than raining cats and dogs in Hongkong is hailing a bus in Kowloon.

We have heard of a Kowloon man who snores so much that he awakens himself. He should sleep in the next room.

Curfew tolls the knell of parting day;
The lowing herd winds slowly o'er the lea.
The Fanling golfer homeward plods his way;
To tell his usual lies to you and me.

There is no truth in the rumour that Singapore has offered to buy our goat-track by way of a friendly gesture.

Give a flapper an inch these days, and she makes a new dress out of it.

It seems that Sir John Aird has never aird of the piracy menace.

Many people are now discussing whether they should buy the through ticket which they didn't last February and won't next.

An orchestra of a hundred mouth-organs has been formed in Kalamazoo. That's about the right distance away.

A golf club in the States has a kind of ritual through which all players have to go before becoming members. They're probably sworn in.

The Peak may have its fors, but for many lads to-day, Kowloon has its hazy recollections!

Genuine Scotch thistles have been discovered on the Peak. It is believed that these grew from air-borne seeds inadvertently scattered from a declimatised bagpipe heard recently.

We understand that the local Scottish gentleman who lost his haggis last night is now looking for his sporran partner.

A London doctor asserts that Christmas puddings are rich in vitamins. McWhirter says he broke a tooth on one last year.

The honeymoon is over when the husband wants something for breakfast the bride hasn't ordered from the compradore.

The sound of the haggis is heard on the hill;
The pibroch and marching of men,
And if you can hear 'em you've sure had your fill,
Of the stuff that's distilled in the glen.
For those who on haggis and whusky do feed,
Will read this small verse in their bed;
Show them a haggis, or ask "Hoo's yer heid?"
And you'll know what it is so see red!

Speaking of racing, Hongkong's stable industry is not without its upsets.

There is no truth in the rumour that in view of the threatened invasion of Kowloon this social season, natives of the mainland propose to hold community tag dances on the Peak by way of reprisal.

We sympathise with the Scotsman, who, awakening in the Peninsula Hotel's refrigerating plant early this morning, couldn't understand how he had got back to his native village!

We understand that the amount of whisky in storage at Kowloon to-day is considerably less than it was yesterday.

An open mind is all right, unless it's so open that nothing stays in it.

"Soviet Offensive," says a newspaper heading. Seems a true description of Russia's activity in Manchuria.

For the Christmas sales, local storekeepers are finding that a pretty saleswoman is a first-class counter attraction.

There seems to be a share crisis in Shanghai. In other words, it's becoming difficult to settle up *for* the Settlement *in* the Settlement.

"Latest Movements of Officers," says a heading. Maybe a reference to physical jerks.

Why not brighten up our broadcasting by switching on to a mess and hear how some of that soup is consumed in A. flat?

Heard last night: Heavy-Footed Dancer: May I have the last dance with you?

Pretty Partner (who has just weathered one ordeal): You have just had it.

Some people will accuse a servant of anything. One in Kowloon has been suspected of stealing a saxaphone.

If you drive a bargain to get a second-hand car, you'll probably discover later that you haven't one.

No man is as bad as he looks before breakfast.

It was hard lines on the writers of pithy headlines having to cope on the same day with news items relating to the Kowloon British School Former Pupils' Association and the Director of Medical and Sanitary Services.

Two Aberdonians were heard earnestly discussing the banknote shortage in "Auchtermuchty" last night.

Overheard last night:—"You can usually bank on a man with money in the bank."

Some men are flatterers. Others are husbands.

A ladies' wrestling club has been formed in London. You have to learn how to defend yourself when you go to a dance nowadays.

Children aren't the only ones frightened now by bear stories—since the recent Wall Street show.

A stray bat from the belfry:—"How can you prevent a rubber of bridge stretching so far?"

An Aberdonian who's got a wireless set, but didn't attend the Ball, wants to know why they didn't relay the haggis as well as the dance music.

It seems that thistles are something of a thorny problem.

Perhaps one of our local currency experts will be persuaded to give a broadcast lecture on "The Great Silver Rush."

It was officially stated this week that "meat is now cheaper than pork." We always thought that what was one man's pork was another man's meat!

New York has taken up a new fad, the bride and bridal attendants appearing without rouge. Everybody knew the bride wasn't blushing, anyway.

Many restaurants in London are now having shower baths installed. Another method is to have grape-fruit for lunch.

We read that an entirely new material is being used for the latest evening gowns. Probably the stuff that dreams are made of.

A patent medicine is being advertised which will, it is said, cure more than forty ailments. It takes a lot of swallowing.

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LOCAL COMPANY'S AFFAIRS.

SOME POINTED QUESTIONS BY CONTRIBUTORIES.

LEGAL PROCEEDINGS.

Mr. Leo d'Almada, senior, put no fewer than thirty-one questions to Mr. J. Hennessey Seth, of Messrs. Percy Smith, Seth and Fleming, who presided at the adjourned meeting of contributories of the Hongkong Development, Building and Savings Society, Ltd. (in liquidation) which was held at the City Hall yesterday afternoon. Mr. d'Almada acted on behalf of five contributories, the questions dealing with various matters of the company.

The Chairman said that the meeting had been convened for October 25, and was adjourned until yesterday in order that the meeting be opened for discussion. He formally proposed that the Liquidators' report and statement of accounts as presented be adopted.

This proposition was seconded by Mr. Chung So-yuet and was adopted.

Mr. Leo d'Almada said he was very grateful for the courtesy extended to him as representing five of the contributories who desired to ask certain questions which had been sent to Mr. Seth. He understood that they had been considered by Mr. Seth who had prepared answers to the questions. Mr. d'Almada continued he would put one question at a time, and accept the answers subject to any reservations that he or the contributories would have with regard to them. The questions were then put as follows:

Number of Applications.

Q.—From the records of the company now in your possession, please state the actual number of applications received by the Directors from persons desiring to obtain the assistance of the company in building houses as mentioned in the prospectus of the company?

A.—From the records in our possession 1,633 persons appear to have applied for sites.

Q.—On what date were the negotiations for the acquisition from the Government of the plateau below Jardine's Look-Out completed as stated in the said prospectus?

A.—I regret I am unable to give the date when the negotiations were completed, but this was probably before December 17, 1928, as there is a reference in the minute book to the proposed engagement of architects on this date. The chairman continued that he was still looking for papers. If he could find them the contributories could have them.

Q.—On what date was the grant of the said land made to the company as mentioned in the chairman's speech to the shareholders at the statutory meeting of the company on March 20, 1924?

A.—I am unable to give you the date when the grant of Jardine's Look-Out was made to the company as there is no record in the minute book of the date.

Q.—If no grant of the said land was ever made by the Government to the company will you kindly state from your records the reason or reasons which prompted the Directors to abstain from applying for same or the reason or reasons which prompted the Government to refuse to make the grant if such was the case?

A.—There is no record among the papers in the possession of the Liquidators stating whether the grant had ever been made or that the Government refused to make one. Reference to a grant was made by the chairman at the statutory meeting held on March 20, 1924, when he stated that the original area, 29.47 acres, had been increased by approximately five times and later stated that certain members of the Government had visited the site with members of the Board and decided upon the extension on favourable terms. At the same meeting the chairman stated that no grant had been made of land upon which Chinese houses could be erected. I am not in a position to state whether the Directors abstained from applying for this site but, at a Board meeting held on October 28, 1926, the chairman stated "We had only received nine or ten payments of $1,000 each as a temporary deposit. In the circumstances it was decided not to proceed with the development scheme at present."

No Record of Grant.

Mr. d'Almada asked whether Mr. Seth had any record in his possession, showing whether at any time a grant had been made to the Company.

Mr. Seth replied that he took over all the papers that were handed to him, and there was nothing on the records as far as he knew.

Mr. Chung So-yuet:—Arising out of your replies to questions 1—4 you have absolutely no re-

(Continued on Page 3.)

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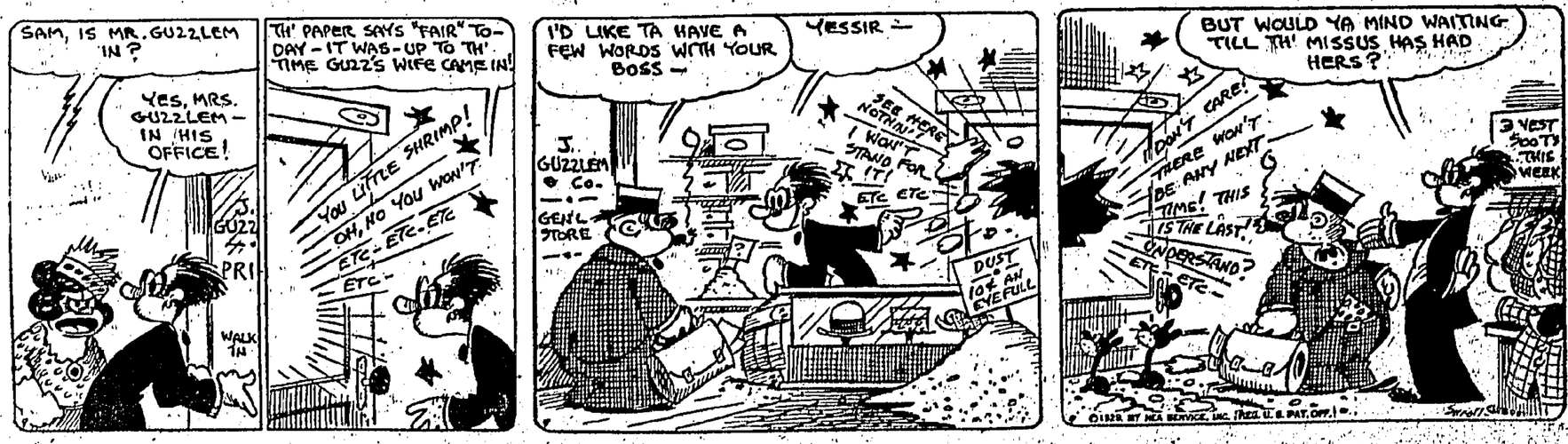

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LOCAL COMPANY'S AFFAIRS.

(Continued from Page 2.)

cord of any grant having been made? Everything points to the fact that no grant was ever made?

Mr. Seth replied that at one period the managers had a talk about an extension on favourable terms, and therefore it had to be assumed that there must have been some sort of grant.

Mr. Chung:—But from the records, so far, no grant seems to have ever been made?

Mr. Seth:—Not so far as I know.

Mr. Chung:—I don't suppose you have found from the accounts of the Company any premiums paid?—No.

Mr. Chung:—So that would point to no grants having been made?—Quite so.

Mr. d'Almada continued:

Q.—What was the amount payable to the Government for premium under the 40 years' lease in the event of the Directors obtaining such a grant for the said land?

A.—If this question refers to Jardine's Look-Out I regret I am unable to reply to it, but if it refers to Inland Lot 2454 etc. at Wongneichong the premium paid to the Government was $8,200.

Mr. d'Almada:—I am sorry. The question was regarding Jardine's Lookout.

Mr. Seth:—I was not quite sure.

Q.—Give the names of the persons (Directors) who were appointed to manage or control what the chairman stated at the first ordinary general meeting on January 17, 1925, to be a finance department of the society?

A.—The following gentlemen served as members of the finance committee:—Rev. Father L. Robert, Mr. R. Shewan, Mr. H. A. Cartwright, Mr. C. E. H. Beavis, Mr. Chau Shiu-ki, Mr. Sam Pak-ming and, presumably, Mr. Fred Ellis, the managing director.

Mr. d'Almada asked Mr. Seth if he would look into the records and let him know whether Mr. Robert Shewan held the required number of shares to qualify him under the Articles of Association.

Q.—What were the powers, if any, given to such persons by the Board of Directors as a body?

A.—No powers appear to have been delegated to the members of the finance committee, who acted in an advisory capacity. The powers of the Directors are clearly set out in articles 119 to 125 of the Articles of Association, which give the Directors power to raise, borrow and to invest, lend and otherwise deal with any moneys.

Mr. d'Almada said he was very much obliged for the answer as it led to something else.

Question of Borrowing Powers.

Q.—If the reply to question No. 7 are "general powers" can you tell us whether the same included borrowing powers for the purpose of borrowing money to lend the same out at a higher rate of interest than the interest payable by the company on such loans on the security of shares in local or other markets?

A.—I am not prepared to express an opinion as to whether the powers conferred on the Directors empowered them to borrow money in order to lend out at a higher rate of interest on the security of shares.

Q.—We have reason to believe that the following are the amounts lent out and securities obtained by the Society:

Amount of Loan. Security.
$100,000 6,666 Macao Electrica.
$47,502.16 150 China Sugars.
$75,000 400 Malabons, 50 Shanghai Cottons, 100 Shanghai Docks, 50 Orientals, 100 Shanghai Lands, 100 Dairy Farms, 2,000 Cements Combined.
$12,000 500 China Lights combined.
$46,900 2,500 Humphreys.
$4,000 10 Hongkong Banks.
$29,000 150 Wharves.
$5,000 Government War Bonds.
$185,000 600 Wharves and 900 Shanghai Docks.
$14,000 Providents, new and old.
$7,000 500 China Lights Combined.
$41,000 1,750 Taxis and 100 China Sugars.
$60,000 175 Wharves and 2,000 Cements.
$3,000 150 Hongkong Ropes Combined.
$101,000 600 Hongkong Lands and 100 China Sugars.
$25,000 Peoples' Savings' Corporation.
$10,500 Mortgage.
$31,000 4,000 New Engineerings and 200 Malabon Sugars.
$30,500 5,000 Hongkong Ropes Combined.
$73,000 800 Hongkong Lands.
$50,000 250 Wharves.
$40,000 200 Wharves.
$52,500 1,000 Hongkong Trams and 100 Hongkong Lands.
$35,000 100 China Sugars.
$36,200 100 China Sugars.
$35,000 100 China Sugars.
$30,000 Mortgage.

If the above list should be correct will you kindly furnish us with the names of the borrowers, the respective dates when such loans were made, at what rate of interest, and the period of such loans respectively?

A.—From the list supplied it is not possible to give the information asked for.

Q.—If such list is incorrect, will you kindly furnish us with a correct list with the particulars asked for in question 9.

A.—A correct list showing outstandings at 31st December, 1924, and carried up to date with particulars of loans and repayments has been drawn up and is open to inspection.

Q.—If, after such loans were made, the shares or any of them depreciated in value, what were the steps taken by the Directors to obtain further margin or to cover?

A.—I presume the Directors took what steps they considered necessary to obtain further margin on the loans, as from the minutes it would appear they were pressing the Managing Director to take steps to protect the Company's interest.

Mr. d'Almada:—Arising from that answer I take it that you are satisfied from the minutes which you mentioned that the Directors had practically laid all the blame on the Managing Director?

Mr. Seth:—Well, they certainly looked to him to protect the Company's interests.

Mr. d'Almada:—I assume that.

Question of Repayment.

Q.—If any of such loans were repaid, can you give us the date or

(Continued on Page 14.)

The Un-Wisdom Of Delay.

With many people delay, even of a day, to evacuate the body's waste disturbs and distresses the whole system, and to all such Pinkettes, the gentle, non-habit-forming, dainty little laxatives, are the surest and best safeguard of physical well-being.

To the habitually constipated Pinkettes bring prompt painless relief. After that, taken occasionally when needed, they ensure regularity, keep the liver active, the complexion clear, the breath sweet. Of chemists everywhere at 60 cents the vial.

Laxative Perfection
PINKETTES
Keep You Well

McNISH'S SPECIAL SCOTCH WHISKY

Lane, Crawford, Ltd.

Sole Agents for Hongkong and South China.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHNDLERS
HARDWARE MERCHANTS.

PHONE:—CENTRAL No. 1116. { Wing Woo Street Tel. Central 25.

X'MAS SALE NOW ON

GIFTS for "HER"

X'MAS SALE NOW ON

LADIES' HATS

SPECIAL SALE OF LADIES' HATS.

Prices from

$3.25 to $15.00

ALL THE LATEST ENGLISH AND AMERICAN SHAPES

Now is the season of Gift Giving ——

BUT THERE IS ALWAYS THE PROBLEM OF WHAT TO GIVE? A VISIT TO OUR STORE WILL SHOW HUNDREDS OF SUGGESTIONS.

NEW BAGS

Over 1,000 of the very latest Hand-Bags.

WE HAVE THE FINEST SELECTION OF HAND-BAGS EVER SHOWN IN THIS COLONY.

COME AND SEE FOR YOURSELVES!

FRENCH DOLLS

FOR THE BOUDOIR

QUITE THE LATEST NOVELTY

PERFUME SPRAYS AND POWDER BOXES.
LADIES' BRUSH AND COMB SETS IN STERLING SILVER.

Also for Gentlemen.

LADIES' GLOVES

THE BIGGEST SELECTION IN HONGKONG

KID GLOVES
SUEDE GLOVES
SILK GLOVES
FABRICA GLOVES

ALL NEWEST PATTERNS.

THE LITTLE STORE WITH THE BIG SHOW

ELITE STYLES

A. P. C. BUILDING
TEL. C. 2432.

TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

($1.50 IF NOT PREPAID)

The following replies have been received:—

295, 300, 301, 305, 306, 315 344, 363, 371, 374, 376, 381, 385, 411, 426, 427, 443, 445 455, 461, 462, 465, 474, 476, 486, 505, 512, 544, 545, 547, 550, 556, 566, 586, 593.

WANTED KNOWN.

JUST ARRIVED, British-made CUTLERY in attractive presentation cases. Also a few Children's sets at $1.40 each. Patriotic Trading Co., 18, Ice House Street.

WANTED.

WANTED.—On January 1st, 1930, in Kowloon, as near Star Ferry wharf as possible, a two or three room, fully furnished apartment, suitable for light house-keeping. Reply Box No. 594, care of "Hongkong Telegraph."

FOR SALE.

Offers Invited For
DESIRABLE RESIDENCE
in Peak District
(near Motor Road).

Furnished or unfurnished; Modern Sanitation; Four Large Rooms with Enclosed Verandahs; Two Bathrooms, Pantry, Drying Room, etc., etc.

Write:—Box No. 564, care of "Hongkong Telegraph."

MRS. MOTONO

HAND & ELECTRIC
MASSAGE

No. 31B, Top Floor, Wyndham St., Hongkong.

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

TO LET.—No. 3, King's Park Buildings, Austin Road, Kowloon, four-roomed FLAT with modern conveniences. Apply The Union Trading Co., Ltd., York Building, Hongkong.

TO LET.—Immediate occupation Newly Built 7 roomed house in Po Shan Road (above Conduit Road). Modern conveniences. Apply: Union Trading Co., Ltd., York Building.

TO LET.—From March, 1930, until about October 1931, furnished house, Peak, garden, tennis Court, quiet situation, near Motor Road. Box No. 586, care of "Hongkong Telegraph."

APARTMENTS TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from $95, to $130, per month, double rooms for 2 persons with full board from $180 per month, daily rates from $4 per day, European management. Tel. K.357.

SOCIETY OF ST. VINCENT DE PAUL

OUR POOR DAY

ANNUAL STREET SALE OF ROSES

MONDAY, 2nd DECEMBER, 1929.

Get the Christmas Spirit and give for the pleasure of giving

Be generous for the sake of

HONGKONG'S POOR

THE SOCIETY'S 46th ANNUAL BAZAAR

will be held on

SUNDAY, 8th DECEMBER

under the distinguished patronage of

HIS EXCELLENCY THE GOVERNOR

"NO WORK OF CHARITY IS FOREIGN TO THE SOCIETY

COME AND HELP HONGKONG'S POOR

NO GIFT MORE APPROPRIATE THAN

CHINA TEA FROM CHINA

Send Your Friends China Tea for Christmas.

PRODUCED BY

THE CHINA TEA CO.

ESTABLISHED OVER 60 YEARS.

Make your selection from the following varieties of Keemun Tea, each packed in quaintly painted boxes.

PRICES INCLUDE POSTAGE AND ALL CHARGES.

10-LB. BOX Painted Wooden Box		5 LB. BOX Painted Wooden Box		3 LB. BOX Painted Wooden Box	
(1) Keemun Black Tea	$25.60	(1) Keemun Black Tea	$12.60	(1) Keemun Black Tea	$8.40
(2) " "	$20.60	(2) " "	$10.00	(2) " "	$7.00
(3) " "	$17.60	(3) " "	$ 9.00	(3) " "	$6.00
(4) " "	$15.60	(4) " "	$ 8.00	(4) " "	$4.60
(5) " "	$13.60	(5) " "	$ 7.00	(5) " "	$4.00
(6) " "	$12.20	(6) " "	$ 6.00	(6) " "	$3.50
(7) " "	$ 11.60	(7) " "	$ 5.00		
(8) " "	$10.00	(8) " "	$ 4.00		

The numbers given above represent the various qualities. Send us the addresses to which you desire us to send the Tea, and your friend will receive your gift at Christmas.

ALL CHARGES PAID.

THE CHINA TEA CO.

DAVID HOUSE, 1B, POTTINGER ST. HONGKONG.

TEL. C. 4697.

Also Chief Agents for Chung Wah Tea Co., Shanghai.

New Advertisements

ATTENTION OF GLASS MANUFACTURERS.

The sand produced from the Pak Sha Wu (白沙坳) Sand Field at Pik Kap, Ping Hoi, in the Wai Yeung District, Kwong Tung, has been known to be the best material in the world for the manufacture of glass; and a medal was won at the Panama Exhibition some years ago. Of late the sand has been analysed by the Hong Kong Government Analyst and a certificate was obtained certifying its qualities. On account of the unsettled political situation and constant wars, operations were suspended: and, in recent years, certain unscrupulous persons have fraudulently obtained permission from the Authorities thereby infringing our rights. But law has given us protection and after Canton Government, through its Reconstruction Bureau, has enquired into the matter and has now given back our rights and has recognised our ownership of the mine. Adequate protection both from the military and the Magistrate of the District has been assured us and we have also registered our rights with the Ministry of Agriculture and Mining, at Nanking. We are now beginning to operate the mine on a large scale under the name of the Tai Lee Mining Co. and we shall be able to meet all demands for supplies. There will be no irregularities, as previously, in the way of shortage. All intending buyers are cordially requested to communicate with out Head Office at No. 25, Chiu Loong Street, Hong Kong; telephone Central 3896.

We are ready to give all facilities and are also prepared to enter into contracts for regular supplies.

THE TAI LEE MINING CO.
Hongkong, 29th November, 1929.

K. O. S. B.

GYMKHANA

at

Steeplechase Course Kwanti

SUNDAY,

1st December, 1929.

First Race

2.30 p.m.

Open to the Public

Admission Free

Special train leaves Kowloon 1 p.m.
Return 6.27 p.m.

Price $1.40 1st. Class Return.
$ .90 2nd Class Return.

HONGKONG JOCKEY CLUB.

The Ninth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 30th November, 1929, commencing at 1.30 p.m.

The first bell will be rung at 1.00 p.m.

The charge for admission to the Public Enclosure will be $1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead and Davis at $5 each up to Friday, 29th November, 1929.

The charge for admission for Ladies to the Members' Enclosure will be $2.

Each member can obtain upon application to the Secretary Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

OPEN ON NOV. 16, 1929.

LANCIA GARAGE

151, PRAYA EAST.

The Undersigned, former chief engineer of the Fiat Garage, wishes to announce that he is opening a garage to be known as LANCIA GARAGE and will undertake any kind of repairs and storage. All repairs will be done under his personal supervision.

CESARE BORANDI.

WARNING.

Humphreys Estate & Finance Co., Ltd.

The Directors of the above Company hereby warn the public that a number of Share Certificates have been fraudulently obtained from the Company and the holders of the Share Certificates representing the undermentioned shares are requested to forthwith communicate with the General Managers of the Company, Messrs. John D. Humphreys & Son:—

Shares Numbered.

2801-2900
4731-4830
11301-11500
13551-13600
15311-15410
16501-16600
19301-19400
20801-21000
24001-24050
24601-24650
29401-29900
34261-34360
34601-34800
38581-38600
40501-40700
43201-43300
45401-45500
46701-46800
47801-47825
48801-48900
56301-56400
56795-56894
58201-58300
58695-58696
59795-59894
62401-62600
64701-64800
64901-64950
65001-65050
68301-68400
68773-68872
68901-68950
69001-69100
69201-69400
69501-69600
70401-70500
74101-74150
82301-82400
85701-85800
87195-87294
88001-88200
88251-88400
88901-89100
91651-91700
91901-92000
93601-93650
95401-95500
96201-96300
96401-96500
99201-99300
103705-103729
105705-105729
105849-105898
106321-106420
106749-106773
106849-106898
120788-120987
121343-121442
124343-124517
126876-126975
136336-136435
135901-135975
139413-139862
140068-140262
144090-144189
145490-145589
148576-148775
149063-149175

By Order of the Board,

Messrs. JOHN D. HUMPHREYS & SON.
General Managers.
Hongkong 27th Nov., 1929.

NOTICE.

On the departure of Mr. F. S. Harrison from Hongkong, Mr. R. H. Wild will assume charge of the local Branch of The South British Insurance Company.

RHINE EVACUATION.

THE FINAL STAGES OF THE BRITISH WITHDRAWAL.

London, Nov. 29.

The final stage of the withdrawal of British troops from the Rhineland begins to-day, and the units and detachments of the Royal Engineers, Royal Corps of Signals, Royal Army Service Corps, and details, will reach their allotted stations at home to-day and to-morrow.

The evacuation will be completed early in December.—*British Wireless.*

EXTRALITY QUESTION.

CERTAIN POWERS WILLING TO DISCUSS.

Nanking, Nov. 29.

Dr. C. T. Wang, in an interview with Press representatives this morning, declared that the Foreign Office to-day received cablegrams from the Chinese Ministers to France, Brazil and the Netherlands stating that their Governments were ready to appoint delegates to discuss extrality with the National Government.—*Reuter.*

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 2nd December, 1929,

commencing at 2.30 p.m.
at their Sales Room,
Duddell Street,

A Large Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstands, Chesterfield Couch and Armchairs, Glass Cabinet, Gramaphones and Records, Pianos, Carpets, Rugs, Chinese Hand Paintings in Blackwood Frames, Curios, Electrical Ware, etc.

Teak Extension Dining Tables, Dining Chairs, Sideboards, Dinner Waggons, Ice Chests, Crockery, Glass Ware, Kitchen Gear, etc., etc.

Teak and Iron Bedsteads, Wardrobes with Bevelled Mirrors, Dressing Tables, Chests of Drawers, Washstands, Blankets, Toilet Sets, etc., etc.

and

A Quantity of Blackwood Furniture.

1 Wardrobe Trunk.
4 Tientsin Carpets.
1 Bicycle with Electric Lamp.

On View from Thursday, the 28th November, 1929.

Terms:—Cash on Delivery.

Catalogues will be issued.

LAMMERT BROS.,
Auctioneers.

CHURCH NOTICES.

To-morrow the First Sunday in Advent.

LOCAL SERVICES.

St. John's Cathedral, Hong Kong. 1st December, 1929. Advent Sunday, 2nd Dixesan Festival. Holy Communion, 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Mattins and Sermon, 11 a.m. Preacher: The Dean. Holy Communion, 12.15 p.m. Evensong, 6 p.m. Preacher: Rev. N. V. Koop. Social Evening in Cathedral Hall after Evensong.

Union Church, Kennedy Road, Hongkong. St. Andrew's Sunday, 1st December, 1929. Morning, 11 a.m. The Annual Church Parade of the Scottish Company of the Hong Kong Volunteer Defence Corps. The Chieftain and Committee of St. Andrew's Society attending. Preacher. Rev. F. C. Young. Evening Service, 6 p.m. Preacher. Rev. F. C. Young. Hymns. 327, 373, 264, 579 and 663.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Ancient and Modern Necromancy, Alias Mesmerism and Hypnotism, Denounced." The Sunday School is held at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.
Five-Roomed and Six-Roomed APARTMENTS.
with all Modern Conveniences, Drying Rooms and Out-houses, Two lifts.
Apply to—
CREDIT FONCIER D'EXTREME-ORIENT.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you.

SAMOAN DANCERS

Charming native Girls, in native dress, fascinating and irresistible.

Big bushy-haired boys bubbling over with elemental vitality and infectious enjoyment.

"Somehow they give one the feeling of *glorious intoxication*.....and.....an acute desire to throw oneself into the rhythm and simply go mad."—*Peking and Tientsin Times.*

THEATRE ROYAL

Monday and Tuesday, Dec. 2-3, at 9 15 p.m.
Booking at Moutrie's. (Admission $3, $2 & $1.)

SPECIAL ATTRACTION!

SERGEI STUPIN

CELEBRATED RUSSIAN 'CELLIST

AT THE
QUEEN'S
Commencing TO-MORROW At all Performances.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due.
Europe via Negapatam (papers only, London 31st October)	Awa Maru	November 30.
U.S.A., (San Francisco, Nov. 1), Honolulu, Japan and Shanghai	President Wilson	November 30.
Japan	Teucer	December 1.
Manila	Pres. Jefferson	December 1.
Japan	Canada Maru	December 1.
Shanghai and Swatow	Sunning	December 1.
Japan	Yokohama Maru	December 2.
U.S.A., (San Francisco 8th November), Honolulu, Japan and Shanghai	President Grant	December 2.
Calcutta and Straits	Yuensang	December 2.
Shanghai and Amoy	Tean	December 2.
U.S.A., (San Francisco 6th November). Honolulu, Japan and Shanghai	Asama Maru	December 3.
Japan and Shanghai	Chenonceaux	December 3.
Straits	Tilawa	December 4.
Japan	Wakasa Maru	December 5.
U.S.A., (Seattle 16th November), Canada, Japan and Shanghai	President Lincoln	December 6.
Japan and Shanghai	Rawalpindi	December 6.
Australia and Manila	St. Albans	December 9.
Australia and Manila	Changte	December 10.
Canada (Victoria B.C. 23rd November) U.S.A., Japan and Shanghai	Emp. of Asia	December 12.
U.S.A., (San Francisco, 15th Nov.), Honolulu, Japan and Shanghai	Pres. Hayes	December 14.
U.S.A., (San Francisco 20th Nov., Honolulu, Japan and Shanghai	Taiyo Maru	December 16.
U.S.A., (San Francisco 22nd Nov.), Honolulu, Japan and Shanghai	Pres. Cleveland	December 16.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Fort Bayard	Wing Wo	Sat., Nov. 30, 2 p.m.
Amoy	Luchow	Sat., Nov. 30, 3.30 p.m.
Saigon	Prominent	Sat., Nov. 30, 3.30 p.m.
Formosa	Koenigsberg	Sat., Nov. 30, 5 p.m.
Manila	President Wilson	Sat., Nov. 30, 5 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and *Europe via San Francisco and *Europe via Siberia —Ship sails 6 a.m. Monday, 2nd December	President Jefferson	Sat., Nov. 30.
	Parcels	5 p.m.
	Registration	5 p.m.
	Letters	5 p.m.
	(Due San Francisco 23rd Dec.)	
Shanghai and *Europe via Siberia	Pres. Jefferson Letters only.	Sat., Nov. 30, 6 p.m.
Holhow and Haiphong	New Mathilde	Sun., Dec. 1, 8.30 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Dec. 1, 9 a.m.
Bangkok via Swatow	Kaigan	Sun., Dec. 1, 9 a.m.
*Straits and parcels only for Germany via Hamburg	Pfalz	Sun., Dec. 1, 9 a.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and *Europe via Victoria, B.C. and *Europe via Siberia	Shidzuoka Maru	Mon., Dec. 2.
	Registration	8.15 a.m.
	Letters	8.30 a.m.
	(Due Victoria B. C. 28th Dec.)	
Straits and Calcutta	Hosang	Mon., Dec. 2.
	Parcels	Noon
	Letters	1 p.m.
Sandakan	Mausang	Mon., Dec. 2, 1.30 p.m.
Swatow	Hydrangea	Mon., Dec. 2, 2.30 p.m.
Fort Bayard, Holhow, Pahoi and Haiphong and Wuchow via Pakhoi	Tonkin	Tues., Dec. 3, 1 p.m.
Swatow, Amoy and Foochow	Hai Ning	Tues., Dec. 3, 2 p.m.
Straits	Anchises	Tues., Dec. 3, 2 p.m.
Swatow	Hopsang	Tues., Dec. 3, 5 p.m.
Weihaiwei	Hulchow	Wed., Dec. 4, 8.30 a.m.
Holhow	Kwangtung	Wed., Dec. 4, 9.30 a.m.
Amoy	Linan	Wed., Dec. 4, 3.30 p.m.
Shanghai	Tean	Thurs., Dec. 5, 1.30 p.m.
Amoy and Japan	Yuen Sang	Thurs., Dec. 5, 5 p.m.
Saigon, *Straits, Ceylon, India, Mauritius, *East and *South Africa, Aden, Egypt and Europe via Marseilles	Chenonceaux	Tues., Dec. 3, K.P.O.
	Registration	1 p.m.
	Letters	1 p.m.
	G.P.O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 3rd January, 1930)	

*Superscribed Correspondence only.

Shop Early

EARLY IN THE DAY! IN THE WEEK! IN THE SEASON!

Santa Claus Gives Good Advice.

Toyland is Open!

Come In and See
The Greatest
TOY SHOW
Ever Held In Hongkong.

A veritable Fairyland of Toys has opened at our store, and you are all welcome to view the most fascinating display of toys ever presented.

All the Good Things From Santa's Bag Are Here

What a feast for the kiddies in our toy department! Never before has there been so complete an assortment of toys, dolls, games and novelties at reasonable prices.

We have Kiddie Kars, Motor Cars Mechanical Trains, Mechanical Autos, Airships, Dirigibles, Scooters, Drums, Trumpets, and all the other things that so delight the heart of childhood.

Our selection of Toy Soldiers includes nearly every Regiment of the British Army, and our collection of Dolls is unsurpassed anywhere.

Bring the kiddies to Toyland! They will be enchanted by our display.....you will be surprised by our low prices.

Dont Forget to Take the Advice

OF

SANTA CLAUS

AND

SHOP EARLY

Have you Had a copy of our TOY CATALOGUE

Shop Early!
All is in Readiness
AT
WHITEAWAY'S

Gifts for Men.—

Men are very often rather difficult to please, but a glance round our Men's Outfitting Department will soon convince you that the choosing will not be hard after all.

Ties, Socks, Shirts, Pullovers, Dressing Gowns, Etc.

What She would like.—

An abundance of gifts suitable for your lady friend, sister or mother, can be found in our Ladies' Department. We have a large and pleasing variety at really moderate prices.

Gifts for the Home.—

Beautiful cushions and pouffes in charming colours, Lovely floor rugs and carpets. Bedspreads, blankets, down quilts,—all make useful and appreciated gifts. Come in and view our extensive display.

Gifts for Everyone.—

You canot do better than choose your gifts for everyone at Whiteaways. We have a tremendous selection of useful and appropriate gifts for all.

Why not visit our big store! Walk round and look at the Gifts—you will not be worried and asked to buy, yet our assistants will be ready to give you any help or suggestions that you need. *To shop now is to shop in comfort!*

Therefore **SHOP EARLY!**

WHITEAWAY LAIDLAW & Co. Ltd. HONGKONG.

There are **THREE REASONS WHY** we have been entrusted with the installation of

CENTRAL HEATING
HOT WATER & SANITARY SYSTEMS

at the following Institutions, etc:—

SCHOOLS

St. Stephen's College
Diocesan Boys' School
St. Stephen's Hostel
St. Stephen's Staff Quarters

CLUBS

Hongkong Club
Hongkong Cricket Club
Hongkong Jockey Club
U.S. Recreation Club
Royal H.K. Golf Club

HOSPITALS

Victoria Hospital
Matilda Hospital
Alice Memorial Hospital
New Tung Wah Hospital
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MARSHAL FOCH.

A TRUE DISCIPLE OF NAPOLEON.

THE TRIUMPH OF CHARACTER.

"Caesar, and not the Roman legions, conquered Gaul," said Napoleon, who is also usually quoted for the assertion that the moral factors in war are three times as influential as the material ones. It is impossible to make a close study of military history without becoming convinced that the conduct of the commander is the all-pervading force which compels a decision.

It is well to be reminded of these truths at a time when there is a vast revival of interest in the realities of the Great War, especially on the spiritual side, and the minds of men are turning to the splendour rather than the squalor of the tremendous struggle.

For the works and days of Marshal Foch wondrously well illustrate the age-long, yet often forgotten certainty that it is the "imponderables" that count for most in what must never be thought of as an orgy of murder on a colossal scale. Character was indeed destiny for him and for the millions he served, and in his death even the representatives of the armies he defeats admitted his fate-compelling probity, without fear and without reproach. For, in spite of bitter memories, General von Seeckt wrote: "Death, which knows no nationality, allows an old enemy to lower his sword before Marshal Foch, who was a great soldier and a great Frenchman."

In "The Biography of the late Marshal Foch" (Hutchinson 24s. net.), by Major-General Sir General Sir Georges Aston, K.C.B., which is just published, the spiritual side of military leadership is emphasised throughout. This is the authoritative memoir, the only one written with the consent and approval of Madame Foch and the Marshal's Executors, and the author has had the willing help of many old friends and colleagues in the Service who knew the great leader personally. On the title-page, to serve as a sort of text, is Foch's own soldierly saying: "Intellect, criticism—Pah! A donkey who has character is more useful."

A Moral Purpose.

"Given realisation of a just cause," comments Sir George Aston in his Introduction, "there are times, in a community aroused by a moral purpose, when all that is virile vibrates with an impetus to put a stop to injustice, if necessary by ridding the world of its agents, and such conditions provide an overwhelming incentive to overcome all obstacles to victory."

It was such an impetus that the character of their Commander gave to the Allied armies which, after long endurance and steadfast resistance, were ultimately destined to be victorious.

It has been written that a desperate corps-commander, who was at the end of his resource, reported to Foch that orderly retirement was no longer possible, and that he received this reply: "You say that you cannot hold on and that you cannot retreat, so the only thing left is to attack to-morrow morning"— a tale which reminds us of the proverb of the old Zulu nation: "To go forward is to die, to go back is to die. Let us go forward and die." Wise saws and proverbs are of little service to a multitude in a grave emergency without the help of what Foch himself called the "conduct of the commander," and conduct which remains steadfast to the very end depends upon character, not, as so many have imagined, upon some lucky improvision of the moment."

Napoleon's Pupil.

A full and detailed account is given of the Marshal's boyhood and early education, and we see that from the first he was a pupil of Napoleon in the science and art of leadership. On one occasion, when his father had planned an outing for the family and was looking for Ferdinand, he found him sitting on the floor surrounded by various books dealing with the life of *Le Petit Caporal*. "What are you doing, my son?" he inquired. "I want to find out what Napoleon did in his school holidays," the boy replied, "but I cannot find out whether he went fishing. I should enjoy it so much more if he did." His "Aunt Ni" (Madame Nogues), who had often seen Napoleon, was bent on filling the boy's mind with stories of the Emperor's exploits and of his power of captivating all with whom he came into contact. Moved by some uncanny foresight of his hidden destiny, or perhaps by the fun of teasing him, she would always talk as if he, too, had met and talked with her hero. So, from the first, Napoleon was to him a living personality, and he was as clearly convinced of the truth of his military principles, as if he had heard them from the immortal leader's own lips.

Again and again, when he became a lecturer on the art of warfare (his career thus providing a close parallel to Stonewall Jackson's), he reproduced Napoleon's military adages in his own language. Hence his ad-

(Continued on Page 11.)

A BROKEN DOWN SYSTEM.
This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break down, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is increased vitality—vigour, vital strength and energy to throw off these morbid feelings, and as night succeeds the day this may be more certainly secured by a course of
THE NEW FRENCH REMEDY.
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than by any other known combination. So surely as it is taken in accordance with the directions accompanying it, will the shattered health be restored
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and a new existence imparted in place of what had so lately seemed worn-out, used up, and valueless. This wonderful medicament is suitable for all ages constitutions and conditions, in either sex; and it is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this recuperative essence, which is destined to exist into oblivion everything that had preceded it for this world-spread & numerous class of human ailments.
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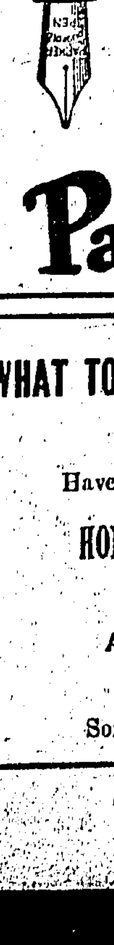

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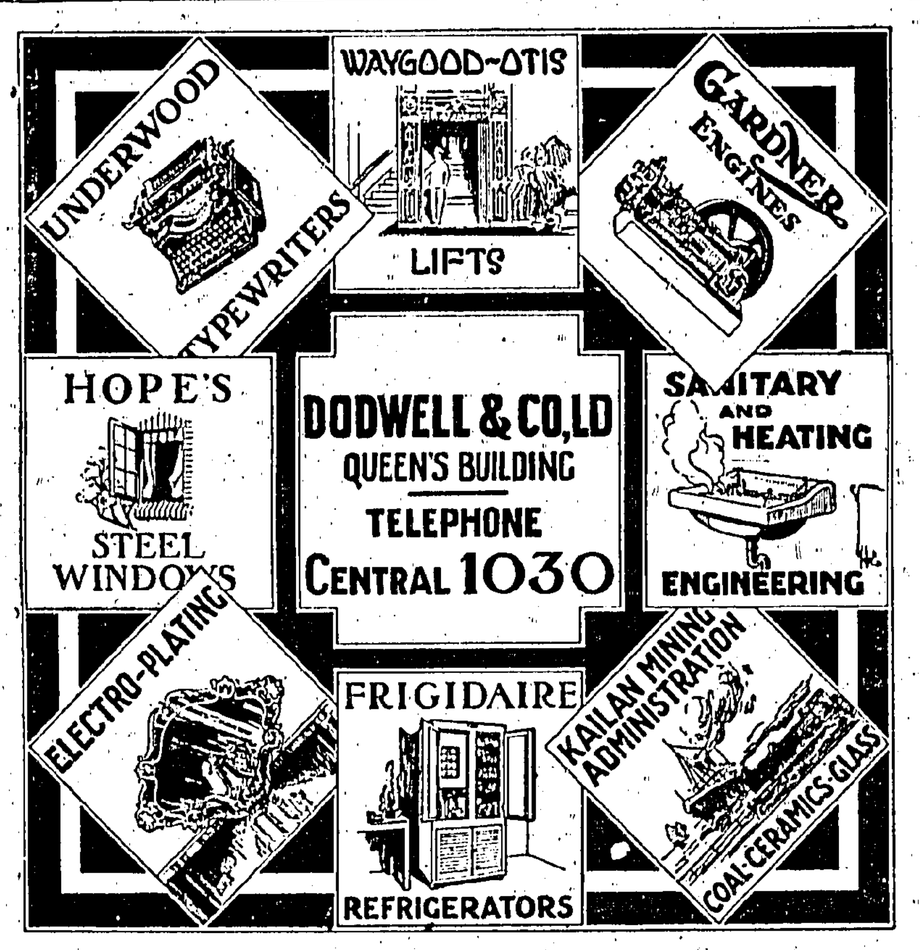

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We have now made arrangements to deliver Household Coal on the following terms, and would emphasise that full weight at destination is guaranteed.

Selected Grade Lump Coal

Upper Levels	$21.- per ton
Mid-Level	$20.- ,,
Central District	$19.- ,,

Best Household Nuts

(For Kitchen Use)

Upper Levels	$19.50 per ton
Mid-Level	$18.50 ,,
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Terms: Cash with order.
Minimum Quantity: One ton.

ARNHOLD & CO., LTD.
French Bank Building,
Queen's Road Central.

THE HELENA MAY INSTITUTE.

BRANCH TO BE FORMED IN KOWLOON.

That the Council of the Helena May had taken the progressive step of renting premises in Kowloon in order to further the activities of the Institute in the rapidly developing mainland, was the welcome news given by Lady Clementi to subscribers at the annual meeting of the Institute held yesterday, when she presided over an attendance of twenty members.

Lady Clementi said that there had been a good deal of discussion in the Council since the publication of the annual report as to the extension of the work of the Institute in Kowloon, which was now growing such a big "daughter," that it would not be very many years before it was bigger than the city of Victoria. As a result they had decided to make a trial of renting premises, which would be open to any members of the Helena May, and on Thursday they secured a rather charming house. They had got to furnish it, and they had only been able to secure the tenure of the premises for one year. It was a house with six rooms, and it was their intention to make it into a hostel and as much like the Institute as possible. They hoped to have it open by January 1, 1930, and she hoped that it would encourage many women in Kowloon to join the Helena May. That Institute represented the women of Hongkong, and they wanted it to represent them all.

The report and balance sheet were presented by Mrs. Strachey (Hon. Secretary), and were passed.

Annual Report.

The report stated that the membership now numbered 455, which included 77 new members, during the current year. There were 10 quarterly members, and these were not included in the grand total.

A Bronze Tablet had been placed in the hall of the Club to commemorate the original donors and the purpose for which the Club stands, it bears the following inscription:—

"The Helena May Institute for women was opened on the 12th of September, 1916. It was founded mainly through the generosity of Sir Ellis Kadoorie, Kt., and Mr. Ho Kom-tong, O.B.E., assisted by many other subscribers, to commemorate the valuable service rendered to the Colony by Helena, wife of Sir Henry May, G.C.M.G., Governor of Hongkong. This Institute stands as a means of furthering the Social Service to which Lady May devoted so much time and enthusiasm."

By special request of the Religious Committee, a quiet room, with 8 ft. verandah, was built at the north east corner of the dining room. The Secretary's office is directly above this, the old office has been converted into a more convenient cloak room, with the most modern form of flush system. The old cloak room was thrown into the pantry.

The exterior of the building was repainted. A fire escape, with patent extension, has been fixed at a cost of $860.00, and red lights for guidance to exits have been put in both corridors and on stairways.

A raised platform has been put in the dining room for use at lectures.

The lounge platform has been improved by the erection of a framework from which is hung a curtain, for use during concerts.

A new Grotrian Steinway piano was bought and has proved a great asset.

The old upright piano in the dining room was exchanged for a new one.

Knives have been replaced, 6 doz. from Mappin and Webb, china and glass have been ordered and should arrive shortly.

50 new cane chairs were purchased.

There have been 17 resident boarders throughout the year, and several travellers passing through.

Eight to fifteen non-residents come for tiffins each day.

During the year, 1st September 1928, to 31st August 1929, 420 new books have been added to the Library; of these, 12 were French novels. 70 Juvenile books have been presented to the Library. The music scores belonging to the Social Committee, are now kept in the Library.

AMENITIES OF R100.

BETTER ACCOMMODATION & A HIGHER SPEED.

London, Nov. 29.

The R100, the second of the two new British airships, which was constructed by the Airship Guarantee Company, has just been handed over to the Air Ministry for flying trials.

It is claimed she will have a better performance than the R101, in that she will travel faster and carry a more useful load. This is partly attributable to the use of petrol as fuel instead of heavy oil. The use of petrol enables light-weight aero engines to be used, and she has a power equipment of six Rolls-Royce Condor engines, of 660 to 700 horsepower, giving a total horsepower of 4,200 as against 2,340 for forward progression in the R101.

England-Australia.

The designers claim that the R100 will have a top speed of eighty miles an hour, and a range of three thousand miles at a cruising speed of 70 miles an hour. Decreasing the speed to fifty miles an hour would increase the maximum range in still air to five thousand miles.

Provision has been made for the installation of extra tankage, bringing the fuel weight air-borne up to forty-one tons. The R100 should then at her most favourable cruising speed, but with only an operating crew, have a range of nearly ten thousand miles, or sufficient to reach Australia from England without refuelling.

In the R100 the passengers and crew, about 150 together, are accommodated in three decks situated just forward of amidships. Living and sleeping space for one hundred passengers are carried on the two upper decks, the lower of which has verandahs and dining-rooms to seat fifty at one time. —*British Wireless.*

MINISTER RESIGNS.

SCANDAL ALLEGATIONS IN JAPAN.

Tokyo Nov. 29.

Mr. Ichita Kobashi, the Minister of Education, has resigned owing to allegations that he is implicated in a series of scandals which are now being unearthed.

Mr. Kobashi declared his innocence but said he desired to retire from office in order not to embarrass the Government.

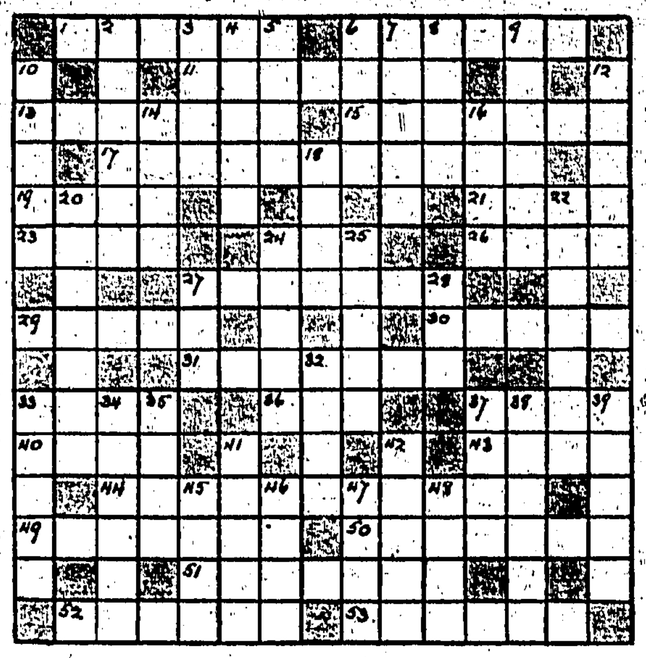
The Opposition charges that Mr. Kobashi accepted funds in connexion with the Bill for the purchase by the Government of a private railway in 1927 when he was a member of the Lower House and leader of the now defunct Seiyuhonto party.

Mr. Ryuzo Tanaka, a former leader of the Seiyuhonto and now a member of the Minseito, has been appointed to succeed Mr. Kobashi.—*Reuter.*

[Mr. Kobashi graduated in law at the Imperial Tokio University and was Counsellor of Yamaguchi-ken and then of Nagasaki-ken. He entered the Home Department as Secretary and then became Councillor, being sent abroad. He was Vice-Minister of Home Affairs from 1918 to 1922 and Chief Secretary to the Kiyoura Cabinet in 1924.

His successor, Mr. Tanaka, is an ex-director of the O.S.K. He entered the Department of Agriculture and Commerce in which he was the director of the Mining Bureau, in 1892, and became secretary of the House of Representatives three years later. He was vice-Minister of Agriculture in the Seiyukai Ministry 1919.]

OUR NEW BRITISH CROSSWORDS.



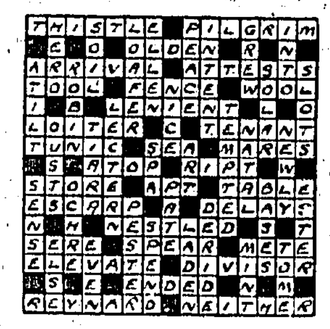
Across.

1 Grown ups.
6 One-masted vessels.
11 Speech.
13 Situation.
15 Central points.
17 State of satisfaction.
19 Acknowledge.
21 Lacerated.
23 Transparent substance.
24 Jewel.
26 Spoken.
27 Steal.
29 Bishop's cap.
30 Calamities.
31 Prickly plant.
33 Charity.
36 Sign of the zodiac.
37 Those.
40 Used as fuel.
43 Paddle.
44 Pertaining to a sacrament.
49 Retested.
50 Sparkle.
51 Pinched.
52 Clergyman.
53 Regular.

Down.

2 Ecclesiastical dignitary.
3 Part of an animal below the ribs.
4 Faith.
5 Mentally sound.
6 Separate.
7 Shows large in darkness.
8 Formerly.
9 Clergyman.
10 Customary.
12 Plank. (Mining.)
14 Pulls.
16 To.
18 Christmas.
20 Conveyance.
22 Teased.
24 Holy vessel.
25 Short pithy sentence.
27 Favourite.
28 Born.
32 Scar.
33 Aside.
34 Employer.
35 Heavenly orb.
37 It was.
38 Stopped.
39 Intends.
41 Tartan trousers.
42 Place of ingress.
45 Summon.
46 Aperture.
47 Product of poultry farms.
48 Time.

Yesterday's Solution.



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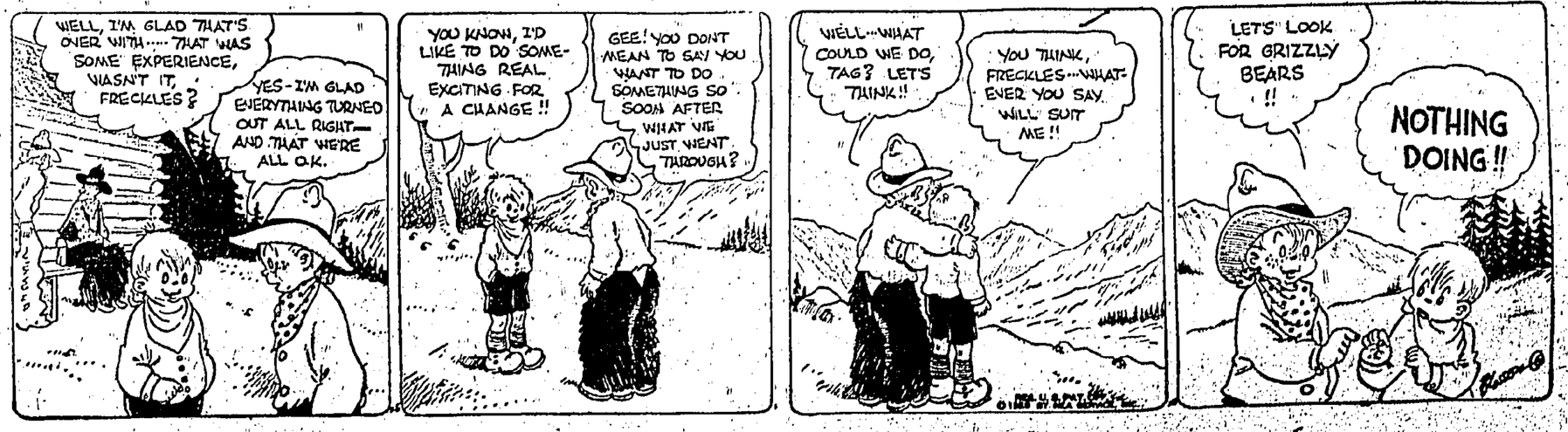

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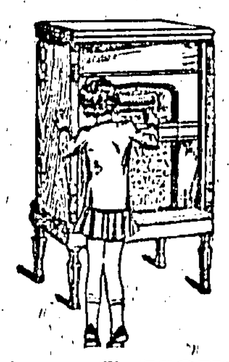

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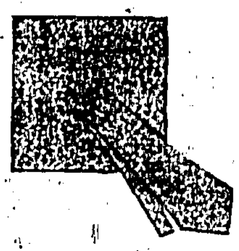

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NOW IS THE TIME TO GET YOUR

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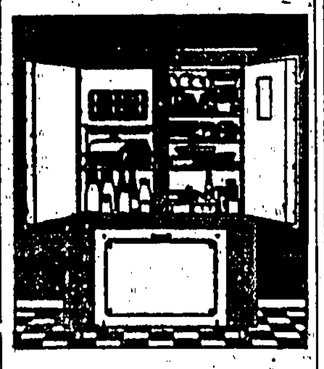

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MARRIAGE.

JACK—SPALDING.—At Hongkong on 29th November, 1929, Lawrence Jack, son of the late W. C. Jack and Mrs. Jack to Daisy May Spalding.

APPRECIATION.

Mr. and Mrs. D. O. de Silva, of Hampstead, London, N.W. 6, desire to thank all Hongkong friends for the good wishes and presents sent on the occasion of their recent marriage. "True friendships abide—though oceans divide."

The Hongkong Telegraph.

SATURDAY NOV. 30, 1929.

THE OPIUM QUESTION.

No-one can have read the Memorandum on the use of opium in Hongkong, just issued by the Government, without realising that this Colony is doing more than its share in the efforts which are being made to suppress the traffic in the drug, and, as far as possible, to control and limit the smoking habit. It is possible, of course that we may hear a good deal in the future from busybodies at Home about Hongkong deriving considerable revenue from opium, but we imagine that even these well-meaning but misguided folk would modify their views very considerably if they took the pains to read through this official document from end to end. The position of Hongkong in the matter is tersely summarised in the statement that opium cannot be kept out of the Colony so long as unlimited supplies are available in China. That China herself is making no effort to suppress either the growing of the poppy or the exportation of opium is amply proved in the Memorandum. She is under an obligation to do so, but she has failed to honour her promises. On the other hand, Britain has seen to it that Indian opium is excluded from China, and has thus done even more than she need have done.

Whilst there can be no questioning the harmful effects of the excessive use of opium, it must not be overlooked that a great deal of nonsense is talked about the evil. There is, we are told, no public opinion in this Colony hostile to the use of the drug. Indeed, the practice of opium-smoking has a very large measure of popular support. As to the medical aspect of the question, it is recorded that the general physique of the Chinese population does not appear to give any indication of ill effects of the use of opium. Its use is common among the coolie manual labour and among the agricultural community working in localities where fever is present. The inference to be drawn is that the Chinese view opium-smoking just as foreigners do tobacco-smoking, and that, generally speaking, they do not smoke to excess. If that is the case which we believe it to be, then the wiser course would appear to be, not prohibition, but a continuance of governmental control. One point which we are pleased to note is that the authorities have ceased to interfere unduly in the divans which are patronised by the poorer classes. In the past not only has much of the time of revenue officers been wasted on raids which resulted in very small quantities of the drug being seized, but our prisons were becoming congested with thousands of poor folk who has committed no worse an offence than to indulge in a cheap pipe of opium. In some respects it does seem, in the light of subsequent happenings, that the closing down of the registered divans many years ago, as the result of Exeter Hall influence, was a mistake. Many of the divan-keepers at that time received compensation, and we believe it to be the case that some of these have since been discovered running illicit establishments. The advantage of the registered divans was that they were under official control, just as public-houses are in the Old Country. The shutting down of these establishments has merely driven the evil underground.

The extent to which Hongkong has endeavoured to keep down consumption may be gathered from the fact that it maintains its price at $14.50 per tael, compared with from $2.80 to $3.50 per tael as the price of the smuggled drug. Any attempt to limit sales by further raising the price would, the Government states, fail to diminish consumption, as smuggled opium would take the place of the Government supplies. As we have previously argued, indeed, we think it would be wiser policy to reduce the price, as was done experimentally in 1927. Why that experiment was abandoned, we do not know. It at any rate proved one thing, namely, that smuggling became far less marked. The case for reduction in price is well stated in the Memorandum, from which we cannot do better, in conclusion than quote the following extract:—"The cessation of the use of smuggled opium would have a fourfold reaction in that it would reduce the gross amount of opium consumed, would reduce the demand for production in the interior of China, would reduce the profits of smugglers which now go to increase the contraband opium trade, and at the same time would eliminate that criminality in matters relating to opium which now undermines the general respect for the law and submits the guardians of the law to the temptations of bribery."

The Coal Tragedy.

If truth be told, the protracted struggle between the coal-owners and the Cabinet Coal Committee regarding the legislation measures to be taken for the improvement of the industry, reflect little credit on the employers. The consensus of opinion, not by any means confined to one side of the House of Commons, is that the Government has done its best to accommodate the views of the owners to a policy regarded as essential to the success of the proposals, and that the attitude of the owners amounts to sheer obstinacy. The signs, therefore, that the stolid resistance is breaking down, to some extent, will be warmly welcomed. The whole position depends upon the successful operation of the Marketing Scheme and the owners have been holding out for a plan which would mean disaster not only for the coal industry, but for nearly every industry depending upon a cheap supply of coal for its success. The Government examined this pet scheme and notified the owners of the inadequacy of the proposals, without apparently making any impression upon the leaders. Details have come out unofficially only, but if the reports are correct, and there is no reason to suppose otherwise, the idea of concentrating on the better collieries was not taken into consideration. The owners, on the other hand, sought to sterotype and perpetuate between the collieries their existing shares of the market. Poor collieries were to continue, to prevent cheaper coal. A reduction of output at all mines was planned, diminishing the output of the good collieries, increasing their overhead charges per ton, throwing more miners out of employment, and causing a scarcity of coal which would then command a dearer price. The Government through Mr. Philip Snowden told the miners emphatically that the way to the improvement of their conditions was not by high wages and fewer hours at this time, and that that would merely destroy the origin of their bread and butter. The owners, apparently in an attempt to save from extinction mines which cannot be worked except at a loss, are prepared to face the possibility of the same disaster by another route. In the better collieries which already produce more cheaply, every effort should be made to increase output in order to lessen overhead costs and cheapen coal. The Government's marketing scheme has this end in view and it is to be hoped that they will go ahead without the owners' assent if it is not given.

DAY BY DAY.

THE LIVES OF MOST ARE RUINED BY THE FATAL ERROR THAT THE MORE ONE POSSESSES THE MORE ONE ENJOYS.—*Paul Sabatier.*

* * *

Mr. J. W. Franks resumed duty as Superintendent of Prisons on 23rd November.

* * *

The name of Mr. D. S. Robb, C. A., has been added to the list of authorised auditors.

* * *

It is notified that the name of the Connaught Investment Co., Ltd., has been struck off the Register.

* * *

The King's exequatur empowering Senor Don Antonio Alexandrino Rosello Botelho to act as Honorary Consul for Salvador at Hongkong, has received His Majesty's signature.

* * *

His Excellency the Governor has, in accordance with instructions received from the Secretary of State for the Colonies, recognised Mr. J. T. Bagram as Honorary Consul-General for Siam at Hongkong.

* * *

Mr. Shaw, of Tregunter Mansions, has reported to the Police that some time between 1 a.m. and 7 a.m. yesterday somebody stole a quantity of silverware from the house, the total value being given as $145. It was stated that the door of the house was open at the time.

* * *

Table U in the Schedule of the Merchant Shipping Ordinance, 1899, has been amended by the addition of the following regulations:—"17A. No vessel licensed under these regulations shall be used for the purpose of prostitution or for the conveyance of women within the limits of the harbour for purpose of prostitution."

* * *

The Scottish Company of the Hongkong Volunteer Defence Corps will hold the annual parade service at Union Church, Kennedy Road, at 11 o'clock on Sunday morning. Lieut. H. R. Forsyth will be in command. The Chieftain (Mr. A. H. Ferguson) and the Committee of the St. Andrew's Society will also attend, and the service will be conducted by the Rev. F. C. Young.

* * *

The health bulletin of Eastern Ports for the week ending November 23, shows the following cases of infectious diseases; Plague, Alexandria 1 case, one death; Rangoon, 1 case, one death; Colombo, one case, 1 death; Pnom Penh, 2 cases, 2 deaths. Cholera, Calcutta 86 cases, 45 deaths; Tuticorin, 18 cases, 4 deaths; Bangkok, 4 cases and Pnom Penh 1 case. Smallpox: Berbera 5 cases, 2 deaths; Baghdad, 3 cases, 2 deaths; Bombay, 9 cases, 1 death; Calcutta, 7 cases, 6 deaths; Cochin, 29 cases, 10 deaths; Karachi, 3 cases; Madras 22 cases 2 deaths; Moulmein 1 case; Rangoon, 1 case; Pondicherry 1 death; Batavia 5 cases, 2 deaths; Samarinda 1 case and Shanghai 1 death.

EXCHANGE RATES.

London, Nov. 29.

Paris	123.855
Brussels	34.87
Amsterdam	12.09
Berlin	20.38
Copenhagen	18.195
Vienna	34.67
Helsingfors	194
Lisbon	108.25
Bucharest	817
Buenos Aires	46 5/16
Hong Kong	1/8¾
New York	4.87 29/32
Geneva	25.13
Milan	93.175
Stockholm	18.135
Oslo	18.205
Prague	164½
Madrid	35.125
Athens	375
Rio	5 27/32
Bombay	1/5 27/32
Shanghai	2/2¼
Yokohama	2/0
Silver (spot)	22 1/16
Silver (forward)	22 11/16

—*British Wireless.*

THE EVOLUTION OF AN AMAH.

An Impression From North China.

Three years ago a young Chinese girl, poor and shy, called upon me in a humble way. Last week a young Chinese matron, rich and proud, called upon me in the grand manner.

And between these two visits lies the story of Wang Yu-kuei, for I had never seen her before and now I know I shall never see her again.

She came to me three years ago to apply for the position of amah in my household, to do mending and light laundry work. She spoke no English, she had never been in a foreign home before, and she had not the slightest idea of the duties of a lady's maid. As I had just dismissed one amah who knew everything, and knew it all wrong, I decided to try to teach this girl, and my patience was rewarded, for she became the best amah I have ever had.

Wang Yu-kuei had a feeling for the fine things in life. She caressed my silks more tenderly than if they had been her own, and the sparkling beauty of an evening gown filled her with awe. Her own faded blue cotton suit, with baggy trousers neatly strapped at the ankles, was always clean and carefully patched, but Wang Yu-kuei could afford no finery, for her wages of $7 a month—high pay indeed for a Chinese amah—was the chief support of herself and her mother.

Cosmetics enchanted Wang Yu-kuei. I once gave her some of my hand lotion when her rough fingers caught the threads of her silk floss, and every day thereafter she helped herself to a few drops of the rose water. Several times I found her brown face strangely pink and white, and it was evident that she had been dabbling in my powder and rouge box. But I did not reprove her, for I could not but feel sorry for this young girl who, just at the age of her greatest beauty, seemed condemned to drudgery.

For about six months Wang Yu-kuei came to me each morning and returned to her mother's house each evening—that is, except when it rained.

* * *

Then the inevitable happened. A Chinese girl, capable of earning the immense sum of $7 a month, could not be left unexploited. It was an opportune time to arrange a match for Wang Yu-kuei, and one day she told me in tears that her mother had betrothed her to a middle-aged widower who had two grown-up daughters. She had been so happy, she said—though I could not see much to be happy about in her position as maid to an alien woman—and she dreaded marrying this strange man, whom she had never seen.

But Wang Yu-kuei was an obedient daughter, and she did not dream of disputing her mother's decision. She only asked me for a week's vacation for her wedding preparations and honeymoon, and I gave her a whole set of cosmetics as a present, so that she could enter her crimson bridal palanquin adorned to her heart's content.

She returned to me, after her week's leave, with only her glossy black bangs shaved from her forehead to indicate her wifehood, and work continued as before. She did not see much of her husband, for he worked in Tientsin and came only now and then to visit his ancestral home in Peking. Wang Yu-kuei—I never did learn her new married name—lived with her mother and her two stepdaughters in a little hut, and I thought she was rather glad of the hours she spent away.

Altogether, Wang Yu-kuei worked for me for nearly a year, when it became necessary for me, too, to visit my ancestral home. Wang Yu-kuei was expecting a baby then, and all the while, as I sailed east across the broad Pacific Ocean, I could not help thinking of her, wondering how she would get along without my $7 a month, sorry that so attractive a young girl should so soon be burdened with these added cares.

* * *

Several months later I returned to China, and it was heart-warming to be welcomed at the Chien Men Station in Peking by all my old staff. The dust was blowing and the air thick with grit, but there they all were, cook, Number One Boy, coolie, and ricksha runner, all, that is, except Wang Yu-kuei. I promptly engaged the whole retinue again and instructed the Number One Boy to fetch Wang Yu-kuei, too.

He shook his head dubiously. "Amah now have baby," said he. "I think she no want work any more." Then his face brightened. "My wife, I think, can be your amah now," he suggested.

His wife, I knew, had two babies of her own and I saw no reason for replacing Wang Yu-kuei with a new amah. Appreciating the personal bias of the Number One Boy, however, I did not press the matter then, but made my overtures to Wang Yu-kuei through certain other channels available.

I asked the amah of one of my friends to tell Wang Yu-kuei that I had returned; I sent word to her by my ricksha runner that her old job was waiting for her; I dispatched the same tidings by way of a friend of her mother. The reply was always the same; Wang Yu-kuei had a baby now and did not want to work any more—but everyone had plenty of friends whom they would like to recommend for the post.

Rather suspecting that it would be impossible to find a disinterested courier to take my message to Wang Yu-kuei, I finally instructed the Number One Boy to tell her that I wanted to see her; whether she wanted work or not, I must see her myself.

And that is how Wang Yu-kuei happened to call on me.

* * *

The Number One Boy came into my study and I, busy at my typewriter, only half understood his Chinese. I gathered that he was announcing the arrival of a guest, so I set aside my work and went to greet the visitor waiting in the drawing-room.

To my surprise I found there a plump Chinese woman, dressed in a green satin gown, with jade and pearl earrings dangling beside her cherry-coloured cheeks. She was accompanied by a small, round-faced boy, also garbed in silk, whom she was holding up to hear my clock tick. She put him down when she saw me and came forward.

Although I had seen Wang Yu-kuei daily for twelve months, I did not recognize her in this woman, and she had to tell me who she was. Abashed at her splendor, I invited her to be seated, while I tried to recall the few polite phrases which I had learned, for my Chinese vocabulary is strictly utilitarian. I paid my respects to her venerable mother. I congratulated her on the fine appearance of her young son.

"You have a nice house now," Wang Yu-kuei condescendingly complimented me, "better than the one you had before."

"You seem very prosperous yourself," I told her. "You do not want to work any more?"

She smiled at the idea, as Mrs. Hoover might smile if I should ask her if she wanted to run a lemonade and soda pop stand.

"I have a baby now," she said placidly, and she began switching my electric lamp on and off to amuse the youngster by its bright light.

"But you have your mother and your two big daughters at home," I suggested, trying to pry out the explanation of her new grandeur, "surely it does not take four grown women to look after one little boy?"

"You do not understand," Wang Yu-kuei replied. "A baby is a great deal of bother."

* * *

She glanced at my bonbon box and I was reminded to order tea, customary at any time of the day when one entertains a Chinese.

(Continued on Page 9.)

WHO WAS.....

ST. ANDREW?

One of the original twelve disciples of Christ, Saint Andrew, was adopted as the patron saint of Scotland in the fourth century.

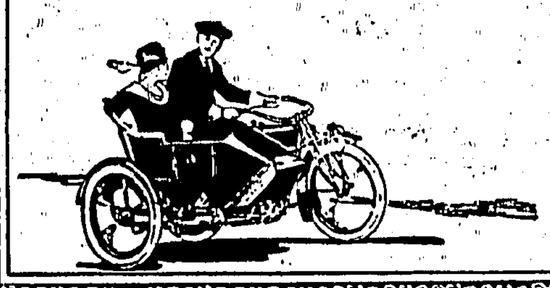
Tradition says that he was crucified at Patras, in the year 70, on a cross placed, not in an upright, but a slanting position, which is the reason why St. Andrew's cross is always represented as diagonal.

After his death, some of his relics were brought to the church which stood on the site of the modern city and University of St. Andrews. Pilgrims came to the shrine in increasing numbers, and before long an archbishopric was created there.

It is further narrated that Achaius, King of the Picts and Hungus, King of the Scots saw a diagonal cross in the sky on the eve of their victory over Athelstan. After the battle the two kings made a pilgrimage to the church of St. Andrew and ever since then this cross has figured as the national emblem.

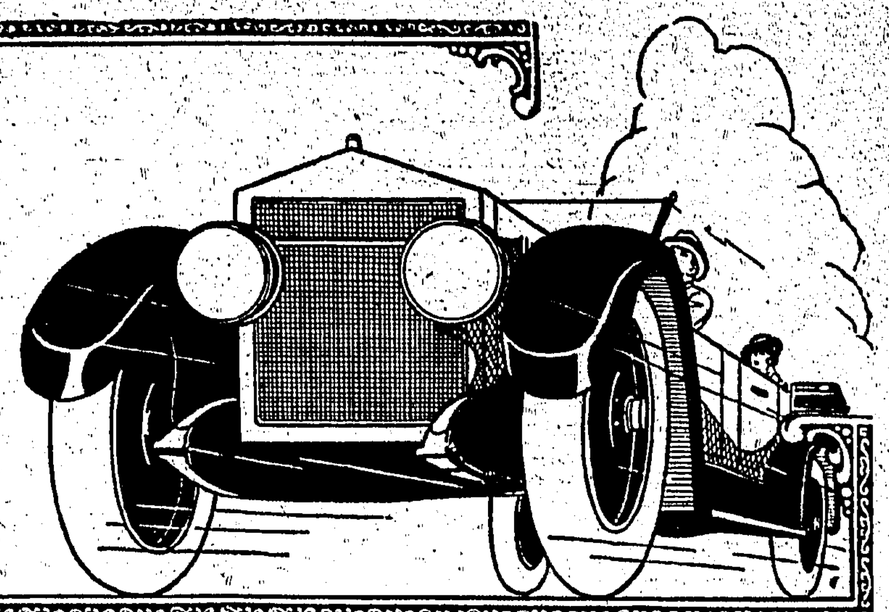
The highest order in Freemasonry is that of St. Andrew of the Rosy Cross, to which the initiation ceremony is understood to be extremely trying.

In many parts of Scotland St. Andrew is regarded as exercising a special protection over young lovers. Apparently this is a relic of the worship of Freyr, the Norse God of Marriage.



MOTORING
SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 30th NOVEMBER, 1929.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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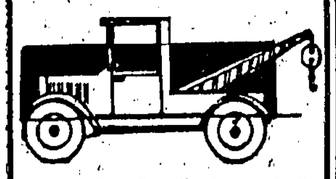
KOWLOON CAMERON RD. K.1624

THE PEAK PEAK GARAGE P.208

IN CASE OF



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Lane, Crawford, Ltd.
MODERN MOTOR SERVICE.

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ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.
Arabian Sand, Dawn Grey, Niagara Blue and Gun Metal Blue.
N. S. MOSES & CO., LTD.,
Sole Agents.

PATRON SAINT.

Novel Service in London.

BLESSING CARS.

The enterprise of the motor-car accessory dealers has made many persons formerly unacquainted with hagiology familiar with the image and legend of St. Christopher. As the patron saint of travellers and wayfarers generally, he has inspired the designers of many car mascots. He is is usually represented, in accordance with the legend, bearing the Christ-child through surging waters to safety.

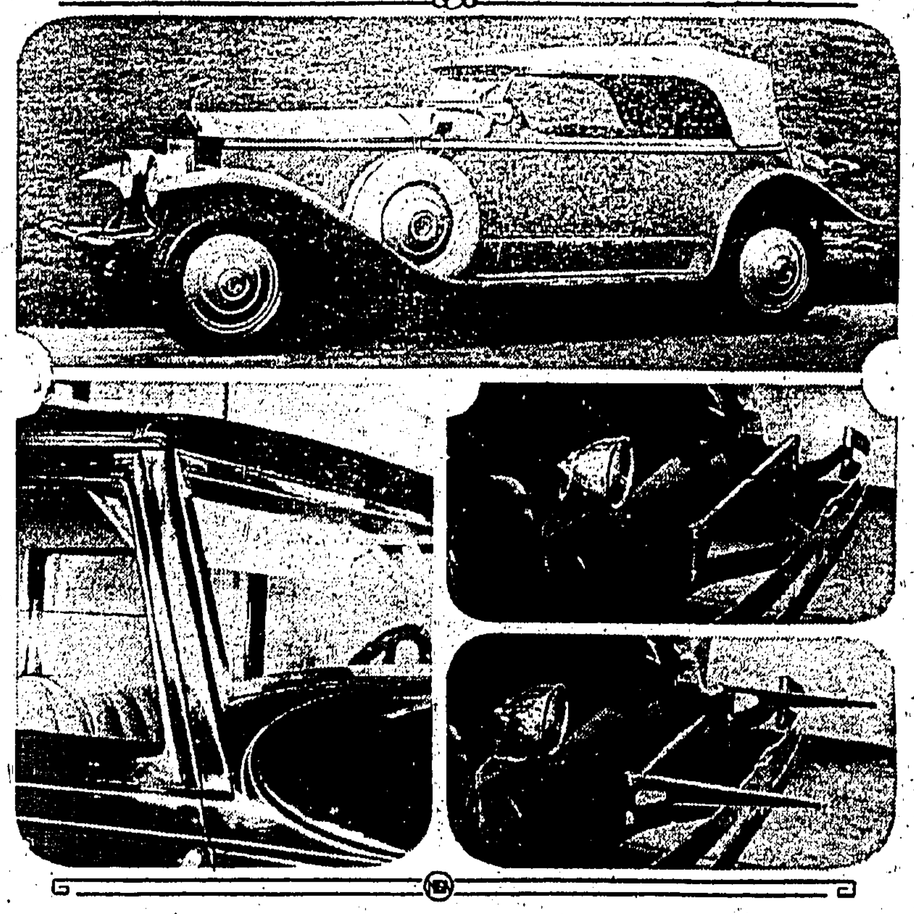
On the feast of St. Christopher the Rector of the City parish of St. Michael Royal, College-Hill (Canon Bullock-Webster), conducted a solemn blessing of motor-cars and bicycles in connexion with the morning service at eleven o'clock.

Arrangements were made for parking cars in the neighbourhood of the church. A procession of clergy and acolytes was formed after the service, and vested in cope the rector proceeded to the act of blessing, invoking the prayers of St. Christopher and asking Divine protection for all who shall travel in the vehicles ranged before the church.

St. Christopher, who is venerated in both East and West, is said to have lived in Syria and suffered martydrom under the Emperor Decius (249-251). It is related that he was 12ft. high and of prodigious strength. In his pride he swore to serve only the mightest on earth, and became the Devil's servant. He was converted to Christianty, according to legend, by a vision of the Devil trembling before a crucifix. For penance he undertook to carry pilgrims across a stream. One day Christ came to him in the form of a child to be carried over. The burden grew heavier with every step. Presently the child said:—"Marvel not, Christopher, for in bearing Me thou hast borne all the ins of the world."

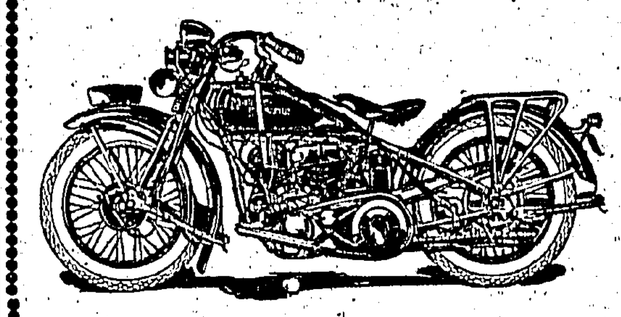
The saint is usually represented leaning on a staff and straining every muscle to support the tiny child on his shoulder.

NEW ROLLS-ROYCE SHOWS WHAT'S COMING.

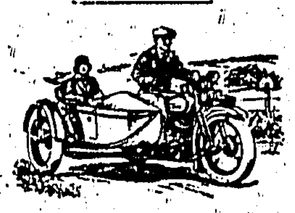


Here is an inkling of what the average motorist may expect in a year or two. At present only those able to buy high-priced automobiles, such as the new Rolls-Royce shown here, enjoy the latest improvements in automotive design—improvements which, later will be put on a production basis and installed in average cars. Such, for instance, are the 15-degree slanting windshield, at left, with slanting door frame to maintain narrow front corner pillars for good vision. This is made possible by sliding the door window up and down at an angle. The slanting windshield eliminates headlight and sun-glare. At right is a new kind of trunk rack, consisting of two steel arms which fold back when not in use. It enhances the appearance of the car from the rear.

A Christmas Gift
That Gives Pleasure!



THE WONDERFUL
1930 "HARLEY"
Now on Display.



SEE THE NEW MODELS EARLY.
THE GASCON MOTOR Co.
2, KWONG WAH ROAD,
KOWLOON
Tel. K. 1242 and K. 804.

CURRENT COMMENT

Lighting Needed.

At the top of Garden Road where four roads meet, an overhead lamp of considerable power is badly needed, for as conditions are at present, the traffic constable posted at this point is greatly handicapped by the fact that he is not always seen by motorists, and it is therefore impossible for him to adequately control the traffic. The road is very badly lighted, and taking into consideration that much traffic passes, it is about time that a little modern improvement should be carried out.

Speedsters.

There appears to be a common impression abroad that certain owner-drivers believe that they may ignore the regulations which apply to certain controlled areas, and that speeding is common among such people. While we feel that the stipulated speeds through such districts may be too low, and the regulations somewhat out of date, there is no excuse for the driver who indulges in sheer recklessness. The trouble seems to be that the ordinary police as distinguished from the traffic police, do not concern themselves with breaches of traffic laws, which naturally permits motorists to pay little heed when they see a constable who is not actually on traffic duty. With the great increase in the number of motor vehicles in the Colony, the most careful watch should be kept on all those who invariably travel at an excessive speed.

Signalling Devices.

The attention of the Automobile Association has recently been drawn to the difficulties which sometimes arise on the road as a result of the failure of drivers to adjust correctly signalling devices fitted to their cars.

For example, small arrows are frequently displayed on windscreens, and are quite efficient for signalling purposes when properly operated. If, however, the driver when stopping in traffic, or turning to the right or left fails correctly to adjust a particular device, a misleading signal is shown which may cause considerable inconvenience, and even danger, to other road users.

It is hoped, therefore, that motor owners who fit these attachments will take all possible precautions to ensure their efficient use at all times.

Talking in Millions.

The British Automobile Association has now issued over a million badges. The number of miles covered by A. A. road patrols during the last year was 26,000,000. During the same period itneraries were issued covering 234,000,000 miles.

The Association's income from subscript on and entrance fees was only just short of three-quarters of a million pounds and with a membership of already well over 400,000, it will not be long before it reaches the half-million mark.

An Echo of Arrowe.

During the celebration of the recent World Jamboree at Arrowe Park, the Chief Scout, Lord Baden Powell of Gilwell, was the recipient of a presentation which took the form of a Rolls-Royce which he characteristically and promptly christened the Jam-Rolls.

Something Appropriate?

We learn that the shock brought about by jumping out of the path of a motorcycle in Durham recently restored his speech to a disabled ex-service man who had been dumb for eleven years. In the circumstances we may perhaps be allowed a little pardonable curiosity as to what he said!

STEEL IS SAFE.

Bright Colours Warn.

Cars equipped with all steel bodies and painted in bright colours are the safest.

The use of all steel bodies has proved a greater aid to safety than any other recent development except four wheel brakes.

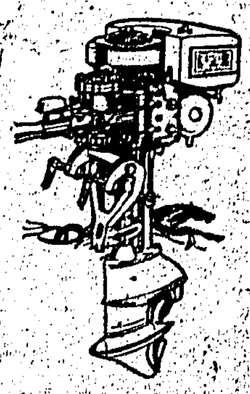
Vivid colours are safer because they attract more attention and can be seen from a greater distance than neutral ones.

JOHNSON

the consistent
WINNER

RACE after race—in speed trials and test runs—the new Johnson Sea Horse is a consistent winner. New records are being made all over the country by the Sea Horses.

These consistent victories *prove* that Johnson speed—power and dependability are inherent. Together with the new Release Charger—providing certainty and ease of automobile starting—the New Underwater Exhaust—bringing quiet operation — and many other Johnson improvements. Let us take you for a ride with a Sea Horse.



For full particulars apply to—
ALEX. ROSS & Co., (China) Ltd.
Johnson
Outboard Motors

GENERAL MOTORS NEW DEVELOPMENT.

Branches Established Throughout China.

BELIEF IN CHINA'S STUPENDOUS FUTURE.

General Motors, the world's largest builder of motor cars, has recently established an organization in China to be known as General Motors China Inc. This is following out the established policy of General Motors to have an assembly plant or branch in the chief countries throughout the world.

The China Corporation has two branches one at Shanghai and the other at Mukden, which in cooperation with an extensive dealer organization throughout the country is now in a position, according to local officials, to offer exceptional purchase and maintainance facilities to the Chinese public.

In each of these branches, General Motors maintains a large stock of the numerous car and truck lines which it manufactures. In addition to this stock of cars, at Shanghai there is a huge depot of spare parts, so that car owners throughout China may receive replacements in the shortest possible time.

Service Department Scheme.

Another direct aid to the dealers and the motoring public of China are the branch service departments which are actively assisting General Motors dealers in operating efficient service stations throughout China. It is the aim of the service department to help the dealers in the selection of proper equipment and also in the selection and training of personnel, so that a uniform standard will be maintained in all establishments.

The Shanghai office of General Motors China Inc., is located at No. 3 Yangtsze Road, where there is a large staff already at work. The following are the department heads of the Shanghai branch:

Mr. C. F. Cress, acting branch manager and sales manager.

Mr. C. A. Kountz, assistant treasurer.

Mr. J. M. Allison, advertising manager.

Mr. C. R. Keeler, parts manager.

Mr. C. A. M. Thomson, supply manager.

Mr. R. M. McDonald, service manager.

Mr. Frank Doodha, office manager.

In addition to the above there is a force of eight Chinese who are continually contacting with the dealers and giving them every assistance in their work. They are as follow:—

Mr. Frank Chang, Shantung Province.

Mr. C. F. Hwang, Mr. Shilton Chang and Mr. T. U. Lee, Hunan, Hupeh, Honan, Shensi and Szechuens Provinces.

Mr. P. H. Lee, Nanking (Kiangsu Province).

Mr. K. T. Yen, Kiangsi Province.

Mr. C. C. Hsu, Anhui Province.

Mr. E. T. Tsu, Chekiang Province.

Sales Manager Interviewed.

"With the opening of its China operation, General Motors is now fully prepared to take an active part in the achievement of the aspirations for peace and progress proclaimed by the government of united China" stated Mr. C. F. Cress.

"With the unification of the country has come the realization that not only the prosperity of China but also the preservation of her peace and unity in future times are mainly dependent on the proper development of her ways of communication.

"That this is being realized not only by the leaders of the Nationalist Government but by the nation at large can best be seen in the ambitious programme laid down for an extensive net of new railways in China, and the active interest taken by the people in the improvement and construction of roads throughout the country.

"And this also opens a most wonderful field of activity for the motor car—for there is no other means of transportation so conducive to human progress and prosperity as the modern motor vehicle.

"In this coming motorization of China, General Motors is destined to play by far the most prominent role," continued Mr. Cress, "Not only on account of the dominating position it occupies in the industry, being the largest industrial concern in the world, not only on account of the diversity of its products—but also on account of the progressive spirit of this organization.

An Enormous Capital.

Mr. Cress then explained how General Motors was established 20 years ago with a capital of $10,000,000 as an amalgamation of the Buick, Oldsmobile and Cadillac automobile companies, and how it now commands a capital of over $4,000,000,000 and produces 12 different lines of motor cars and trucks.

The volume of its yearly export business alone attained $280,000,000 in 1928, and products of General Motors are favourably known and used in 114 countries of the world.

China at present has more than 6,000 General Motors cars and trucks, and of these over 1,500 were imported during the first six months of the year. "Of special interest to China in this respect is the New Chevrolet," declared Mr. Cress, "and, due to its exceptional economy in purchase price and operating expenses, this car is eminently suited to the country's conditions." The New Chevrolet is a six-cylinder car selling in the price range of a four, and is powered by a new engine which delivers very great power and speed at an exceptionally low fuel consumption of better than 20 miles per gallon of gasoline. The New Chevrolet has met with a most enthusiastic public reception throughout the world, more than 1,000,000 Chevrolet passenger cars and trucks having been produced and distributed during the first eight months of this year.

Through the establishing of assembly plants and branches in many parts of the world, General Motors offers a world-wide service and distribution organization. The number of such General Motors overseas operations has already reached 24, the latest addition to that list having come with the purchase of the Opel Works in Germany and the establishment of General Motors China Inc.

Two Branches in China.

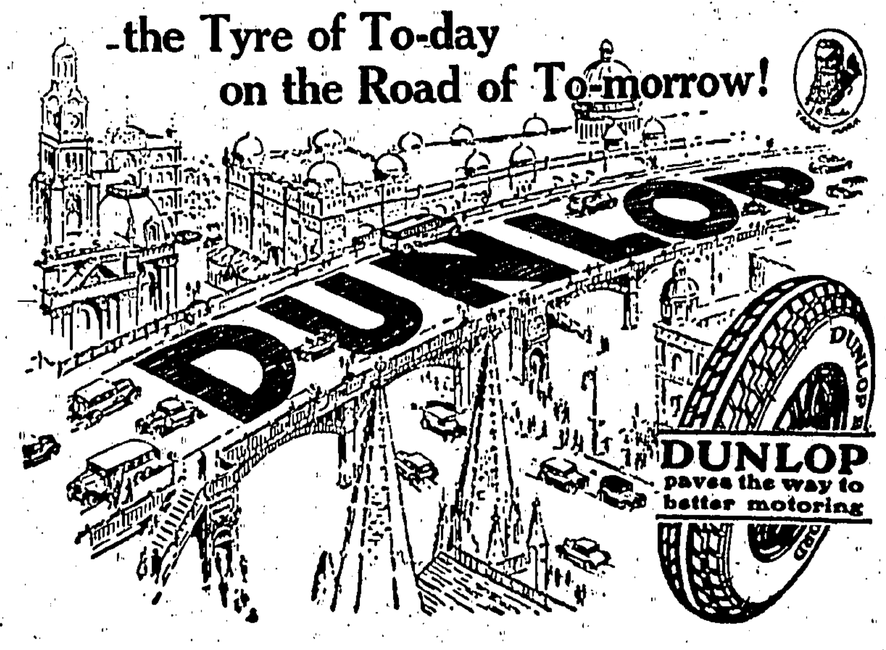
This latest operation will consist of two branches—one in Shanghai to cover the needs of Central China and the other in Manchuria to look after the requirements of North China, Manchuria and Outer Mongolia.

Although General Motors does not market its products directly but deals with the public through a system of dealers, the duties of these branches will be of a varied and extensive nature.

Each branch will maintain a warehouse where it will carry a necessary stock of cars and trucks, so as to be able to attend to the public demand without the delay that was customary when cars had to be ordered directly from the United States. Moreover, the branches will maintain a huge stock of parts valued at several hundred thousands of dollars, a facility that will be greatly appreciated by every motor car owner or truck operator in China, where, owing to difficult road conditions, replacement needs are particularly heavy.

Each branch will also have a well-organized service department, the expert staff of which will operate a service school for mechanics and will assist in every way General Motors dealers to establish the most up-to-date service facilities for owners of General Motors products.

The establishment of these branches involves a heavy outlay of capital, and the preparedness of General Motors in this respect is the most eloquent proof of the utmost confidence which this organization has in China's stupendous development in the years to come.



DUNLOP RUBBER Co. (China), Ltd.

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"Be sure to see it"

The New

BUICK

with 3 New Series...3 New Wheelbases...3 New Price Ranges

114" Wheelbase Marquette Models	G$1,470 to G$1,600
118" Wheelbase Buick Models...	G$1,800 to G$1,940
124" Wheelbase Buick Models...	G$2,240 to G$2,275
132" Wheelbase Buick Models...	G$2,195 to G$2,690

THE DRAGON MOTOR CAR CO., LTD.

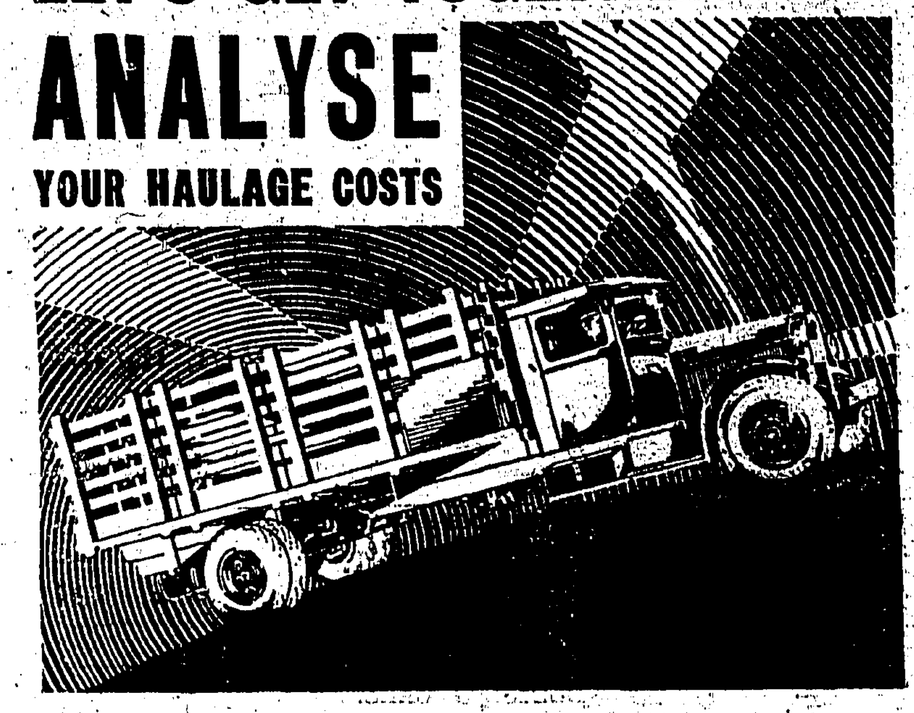
Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

LET'S GET TOGETHER AND

ANALYSE

YOUR HAULAGE COSTS



Let's go over the books. Let's dig deeply into your delivery or haulage situation if your trucks are eating into your profits. Nearly always there's a way out.

There IS such a thing as moving merchandise at a cost that carries no worry. It has been done in *your* business. If we can't show you *how* it is done, you lose nothing but your time. You *may* save up to half of your costs. Let's talk it over.

THE CHINA MOTOR SUPPLY CO.

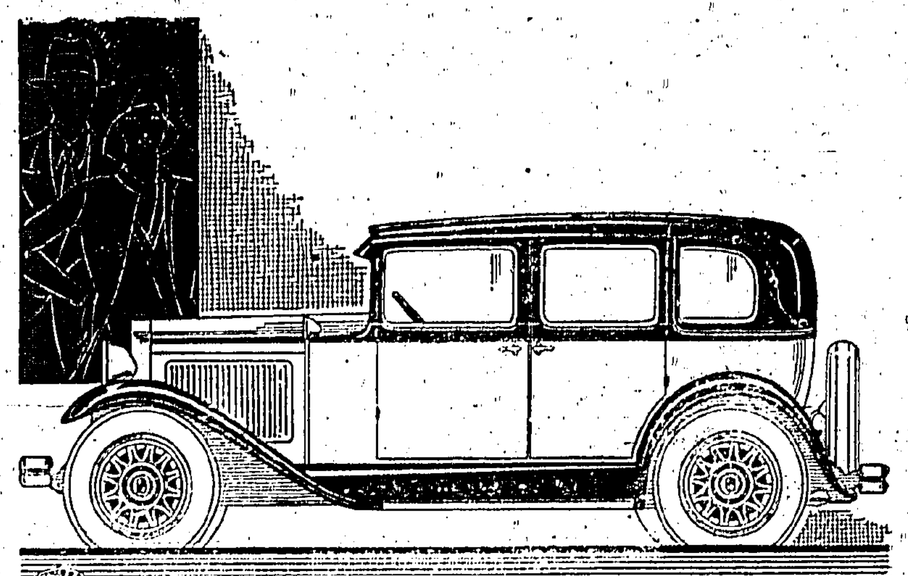
28-28A, Des Vœux Road, Central.

Telephone C. 1558.

Branch Office:—4-6 Yat Tak Road, Canton.

FEDERAL TRUCKS

"Leading Specialists in Commercial Transportation"



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EVERY Nash on the saleroom floor is fully equipped from bumpers to tyre locks. There are no "extras" to buy.

Mechanical advantages of the Nash "400" include high turbulence, high compression, 7-bearing crankshaft motors which add to power, speed, smoothness and fuel economy.

Outboard mounted hydraulic shock absorbers cushion every road. Individually designed springs add a new degree of comfort. A new steering mechanism provides effortless driving control.

New beauty without affectation is expressed in long, low-swung classic lines. Colours are smart and in good taste. Upholstery, of richest materials, is tailored faultlessly. There is an elegance throughout comparable only to that of cars which cost much more.

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Hongkong Telegraph.

Pictorial Supplement

November, 30th, 1929.

SEND YOUR FRIENDS AT HOME

CHINA TEA

For Christmas

SEE PAGE 4 FOR OUR SPECIAL OFFERS

THE CHINA TEA Co.

David House, Hongkong.

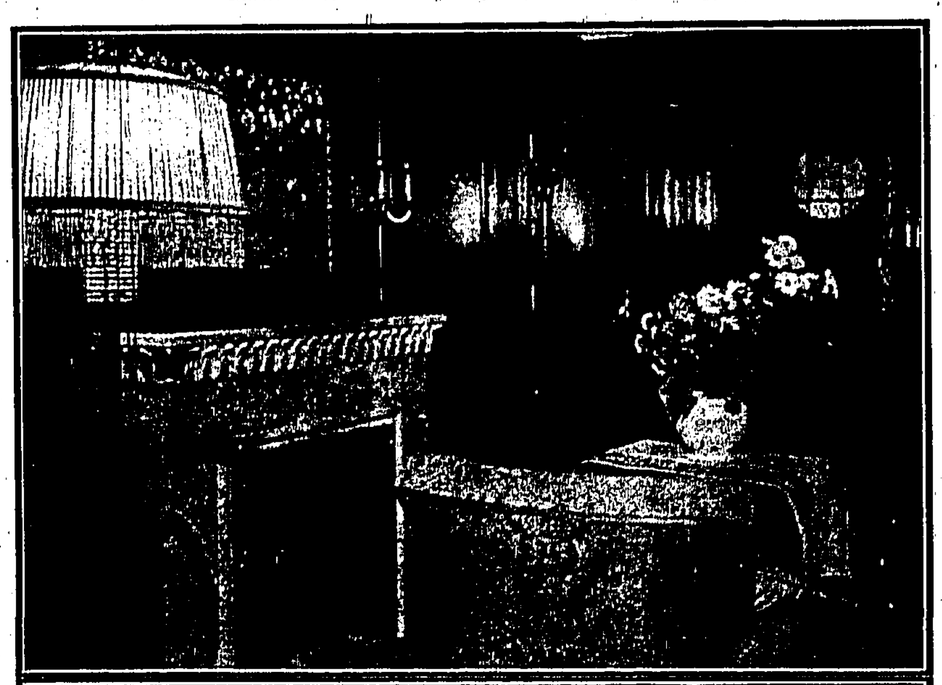
This group was taken on the occasion of the wedding, on Sunday last, of Mr. F. M. Garcia and Miss Maria Noronha.

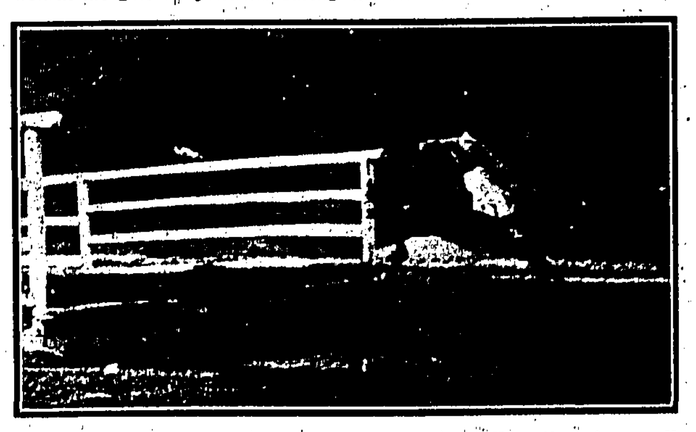
Contestants in the interport tennis at the K.C.C. on Sunday, when Hongkong defeated Shanghai on all four events. Left to right:—Mrs. Tottenham, Miss Enid Lo, Miss Firth and Miss Crawford; Miss Lo and Mrs. Stafford Smith; P. Wade and S. A. Rumjahn; T. Honda and Paul Kong. (Photos: Mee Cheung).

Above, bridal group taken on the occasion of the wedding at St. Andrew's Church, Kowloon, of Mr. C. W. E. Bishop and Miss Marjorie Hansen. On the right, the bride is seen with her father at the entrance to the Church. (Photos: Ming Yuen Studio).

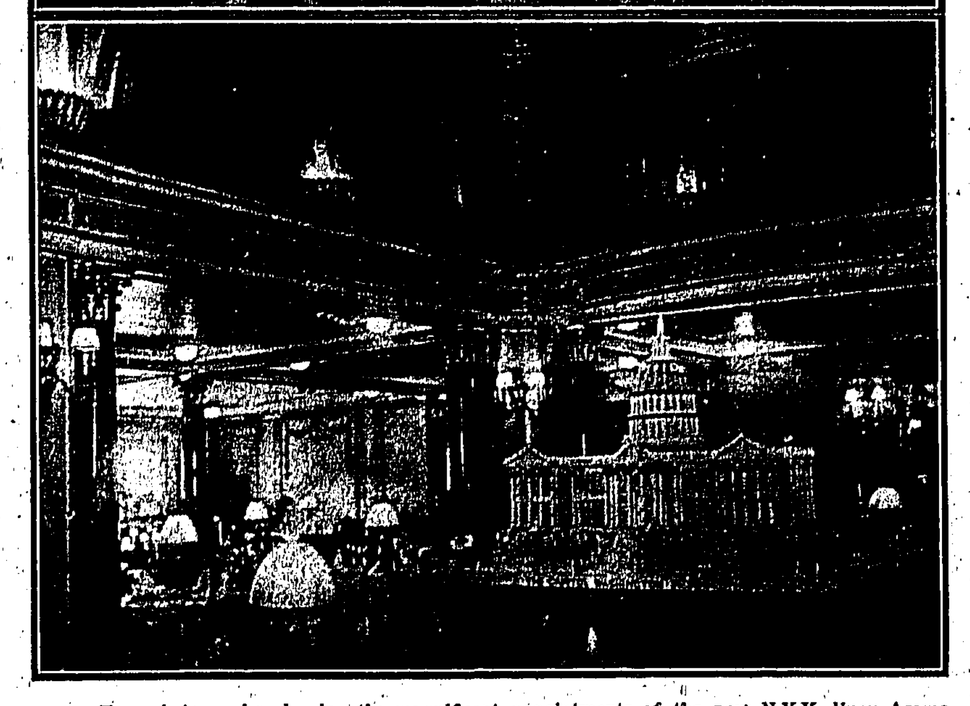
An effective snapshot of one of the races in progress during the Fanling Hunt steeplechases at Kwanti on Sunday. (Photo: Mee Cheung).

Group taken at the second annual "At Home" of the International "Country Club" held on Sunday last at Sheung Shui. Prizes won at the golf competitions during the season 1928-1929 were distributed by Mrs. A. W. da Roza, wife of the Chairman. (Photo: Ming Yuen).





Well over! Picture shows the water jump at Kwanti being well taken during Sunday's steeplechasing. (Photo: Mee Cheung).



Two photographs showing the magnificent appointments of the new N.Y.K. liner Asama Maru, due here on her maiden voyage next week. Top, a corner of one of the rooms en suite; bottom, the 1st-class dining saloon, in Georgian style.

Hongkong won the men's doubles in the interport tennis against Shanghai. Players, left to right, are:—S. A. Rumjahn, Gordon Lum, H. D. Rumjahn and Canavarro. (Photo: Mee Cheung).

"A CUT FROM THE JOINT!"

Deliciously cooked—and served in a manner calculated to please the most fastidious—from the carving waggon to your plate!

You Certainly *Will* Enjoy Your Tiffin at—

LANE, CRAWFORD'S

MEXICO'S MOST BEAUTIFUL SENORITA.

DOLORES DEL RIO TALKS ON THE GAME OF LOVE.

A softly-snug serenade and the low strumming of a guitar beneath a tropical moon in old Mexico may fill the average American girl's dream of a romantic courtship and cause to believe that she is missing a lot in life.

But she isn't—because the average American girl has it all over her Mexican sister when it comes to playing the game of love.

No less an authority than Dolores Del Rio says so, and Dolores should know because this beautiful daughter of the republic south of the Rio Grande gave an interview that "debunked" the game of love as it is played in her romantic land.

American Girls Excel.

Dolores votes for courtship, American style, every time. Moreover, she shatters the illusion of the Mexican senorita's world-mastery in the art of the "come-hither" technique by the frank admission that "American girls are the most expert coquettes, the most artistic flirts, in the world."

"I thought I knew something about the game," she said with a flash of her dark, liquid eyes, "but American girls can teach me pointers any day."

"Weary camouflage" are the words Dolores uses in describing a romantic Mexican courtship with its soft-voiced guitar and all the other trimmings. She contrasts it unfavourably with the direct brand of American courtship wherein the boy friend dashes up in his sporty roadster, honks for his girl to come out and they race away to attend a dance or enjoy an ice cream soda.

Getting the Desired Man.

"Of course, a typical Mexican courtship is romantic and beautiful, but how weary one gets of keeping up the camouflage that it is the man who does the selecting and then pursues the girl he wants to marry," she said. "Any woman knows that, short of cross eyes and a hump, any woman with brains can get the man she wants. Sometimes they do it with cross eyes and a hump and without any brains at all. But in Mexico, the tradition of man, the pursuer, still prevails."

But the Mexican gentleman makes a delightful pursuer, at that. Everything is strictly formal and the parents help a lot.

The young couple usually meet at some social event, explains Dolores, and the young man asks the privilege of paying a call. When he does call, there is always a chaperone hanging around.

The Chaperone!

"The mother or some member of the family is always within earshot," says Dolores. "Either the chaperone sits in the same room with them or in the next room with an open door, and unobstructed view.

"That certainly does 'cramp your style,' as the American slang puts it."

Usually, after a call or two, the young man finds himself desperately in love. No Mexican gentleman ever gets in love any other way. If he isn't desperately in love, he isn't in love at all. He begins to shower the girl with flowers and candy because he cannot give jewellery or other objects of value before they are engaged.

"But he can serenade her," says Dollores, "and he does. The serenade still flourishes in all its glory in Durango, where I was born—there isn't a moonlit night that you can't hear the soft strumming of guitars beneath the iron-barred windows."

Sometimes the lover goes to the serenade with the guitar slung over his shoulder by a broad, bright ribbon. Nobody laughs at him. All his elders have been in love once, themselves. And such lovely songs they sing to the soft accompaniment of those guitars!..

But suppose the lover isn't musically inclined—suppose he can't play a guitar? What then? He hires a small orchestra of four or five musicians, they hie to the lady's window and the serenade is on. The lover stands by, beaming satisfaction.

At last the lover proposes—with the chaperone still within earshot and eyeshot. The bride's father gives his consent and they become engaged, but still the darned chaperone hangs around. Not until the marriage is held does the watchful chaperone relent for even one moment. Then, and not until then, are the cumbersome social traditions and ground-rules of a romantic Mexican courtship ended.

American Girls Free.

"But look at the American girl," says Dolores. "Suppose her parents talk about a chaperone. 'Be your age!' would be her first answer. Take it from Miss America, there would be no chaperone.

"Free as birds of the air, these American girls seem to a convent-bred Mexican girl such as I. I thought at first the Lord must have had them in His special keeping because most of them seem to land on their feet, right side up, after what from a Mexican point of view seems taking all the chances in the world.

"Now I know it is a combination of the Lord and the American girl herself. Fifty-fifty, I guess.

Sunlight vs. Moonlight.

"No American girl has to ambush her man from behind a barrier of tradition and conventions. She swims with the boys and plays tennis and golf with the boys. She hears their confessions and binds up their wounds and frequently can lick them at their own game. She knows boys in general as a Mexican girl hardly knows her own brothers.

"She can take care of herself and does, under social conditions and situations that would drive a Mexican father and mother to suicide. Freedom is here and she makes good.

"She picks her man and gets her man. She kids him into making love to her, even. She doesn't set her courtship to music, but she enjoys the greatest courtship in the world.

"She has 'debunked' the game of love. Maybe she has taken some of the moonlight out of it, but she certainly has let a lot of sunlight into it."

Dance Shoes

Illustrated —— Black Satin trimmed with Silver Kid.

This week we have received a number of Stylish Evening Models in—

BLACK and BLONDE CREPE DE CHINE SILVER KID

Correct Shades in Silk Hosiery For— Evening Wear

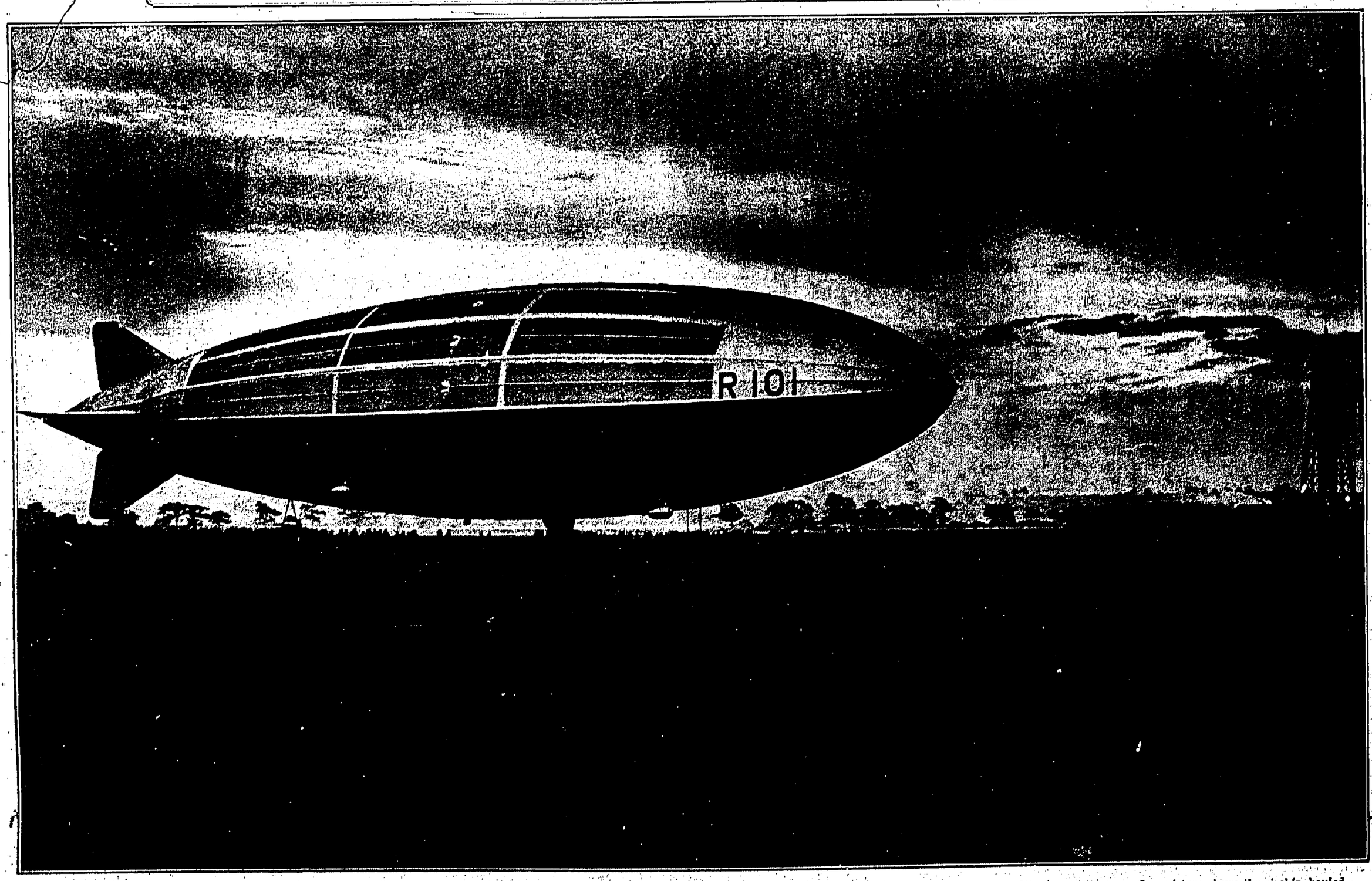
— GOLD SILVER MAIS NILE FLESH Etc.

AT— **GORDON'S**

KAYAMAILLY BUILDING.

Open Till 6 p.m. Tel. C. 4052.

NEW BRITISH AIRSHIP SUCCESSFULLY LAUNCHED AT DAWN.



At dawn on October 12, the R.101, the world's largest completed airship, was successful launched from its shed and attached to the mooring tower at the Royal Airship Works, Cardington. Our picture shows the airship, hauled by 400 men, approaching the mooring tower, which is nearly a mile from the shed. On October 14, the R.101 made her first flight over the City of London.—(*Times* copyright).

Fashion Favors Formality

Even Daytime Frocks Must Assume Dignity To Fit the Picture The Stylists Sketch

I
Red Embroidery Outlines the New Waistline On This Evening Dress of White Mousseline De Soie Presented by Bernard and Company.

II
Mesdemoiselles De Saint-Clair Combine Black Figured Velvet, Regal Ermine And White Satin In This Ensemble.

III
This Silver Lame Evening Coat, Which Is Created By Mesdemoiselles de Saint-Clair, Assumes Glamour By Adding Fluffy White Fox Collar and Cuffs.

IV
Heavy White Satin Trimming Is Used on This Black Satin and Cloth Afternoon Ensemble Designed by Mesdemoiselles de Saint-Clair.

THIS is a lively season, from a fashion point of view. Things are happening every day. Lines are changing, and the whole feeling of clothes is undergoing a revolution.

These are the days when a cautious woman wonders which way to turn. She has been so spoiled in the past few years when fashions were almost static. She could be so sure of herself. Now she must make up her mind, which of many different types of costume are for her.

One thing is certain, all clothes purchased before this season are dated. There seems no other way but to cast all overboard and take a new start, hoping that out of the maze of bows, ruffles, long skirts and high waistlines, some becoming costumes may be developed.

And such magnificence, too. Such marvelous materials, such glamorous textiles, such expensive furs—and such a feeling of luxury and opulence! This year one must step forth and shine!

AND speaking of shining, don't overlook the marvelous new heavy taffetas, brocades and moires that have the old-fashioned authoritative look. And don't neglect the lames, the gold and silver tissue materials, and the velvets with so vivid a sheen, and the high luster satins. And don't forget the new jewelry of barbaric splendor and the crystal paste ornaments that are so definitely of the mode.

If you are not naturally a shining light, Fashion has made it possible for you to be.

Illustrated today are typical costumes for all hours of the day, with *this new feeling of formality and femininity.*

I. A WHITE evening gown that has much originality as well as much of the traditional, is the model from Bernard and Co. The material is white mousseline de soie embroidered in silver pailettes and banded at the waistline, hips and shoulders with pailettes of a ruby tint. This serves to accentuate the tight effect across the hips and the slenderness of the waistline. An interesting note is introduced in the hemline of transparent material in the front and back.

II. THIS very chic and ultra formal afternoon ensemble has been created by Mesdemoiselles de Saint-Clair. Here is a happy union of black figured velvet, heavy white satin and regal ermine—the ermine used lavishly on the high, standing collar and on the edges of the cuffs. This is one of the smartest lengths in coats, being just above the knees.

The white satin blouse, embroidered discreetly at the V neckline, is a tuck-in model and is extremely smart with its long, close-fitting sleeves. It partakes of that femininity which is the keynote of winter styles.

III. MESDEMOISELLES DE SAINT-CLAIR has further demonstrated the ability to create glamour in this magnificent evening coat where considerable white fox is used on a coat of silver lame cloth in an entirely original sort of a way.

The long point in the back, outlined with the fur which works upward, the fluffy collar and the ample cuffs are all puffy white fox and combined with the silver sheen of the material they give a regular snow queen effect. On just the right stately brunet or perfect blond, this coat could fear no competition at any formal evening event.

IV. ANOTHER ensemble from Mesdemoiselles de Saint-Clair is developed in black satin and cloth, and shows a marvellous gown of cloth and satin, using the satin for most of the skirt and the ingenious band that defines the normal waistline. The square-cut neckline is filled in with heavy white satin, which is repeated on the cuffs of the long and very close-fitting sleeves. The three-quarter length coat is made of the cloth, lined with white satin and trimmed with a wide collar of white ermine.

It does take the French couturiers to make black and white seem the most amazing color scheme in the world, and to make it chic and expensive looking.

V. AND because life is not always adapted to formal attire, we include the smart Rugby sport suit from Worth, which asserts that it can be practical as well as smart, and will be equally servicable in the city or in the country.

The skirt is of a brown, beige, gray and red tweed mixture, and the cardigan jacket is of red wool, with a belt of deep beige. The blouse, with its tucks and its fine pleating, is made of beige crepe and the stunning scarf is a modernistic affair of red, gray and beige.

V
Worth Presents This Rugby Sports Suit of Brown, Beige, Gray and Red Tweed Mixture With a Red Wool Cardigan, Beige Blouse, and Matching Scarf.

A CAR FOR CHRISTMAS?

MAKE YOUR CHOICE FROM FOUR SUPREME VALUES

Studebaker... Erskine
Morris..... Chevrolet

EACH A LEADER IN ITS PARTICULAR SPHERE.

BOOK ONE FOR CHRISTMAS MORNING.

THE HONGKONG HOTEL GARAGE.

Hongkong Telegraph.

Pictorial Supplement

November, 30th, 1929.

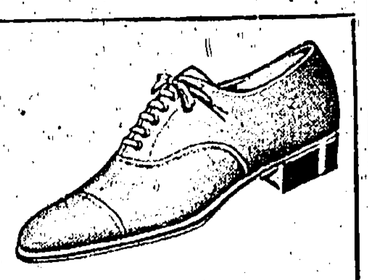
FOR ADVERTISING RATES IN THIS SUPPLEMENT,

Apply to

THE MANAGER
THE HONGKONG TELEGRAPH
1-3, WYNDHAM STREET.

TELEPHONE CENTRAL NUMBER ONE.

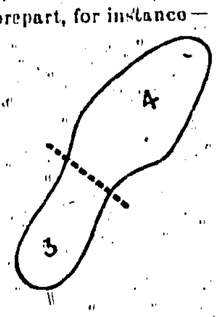
K SHOES



How perfectly they fit!

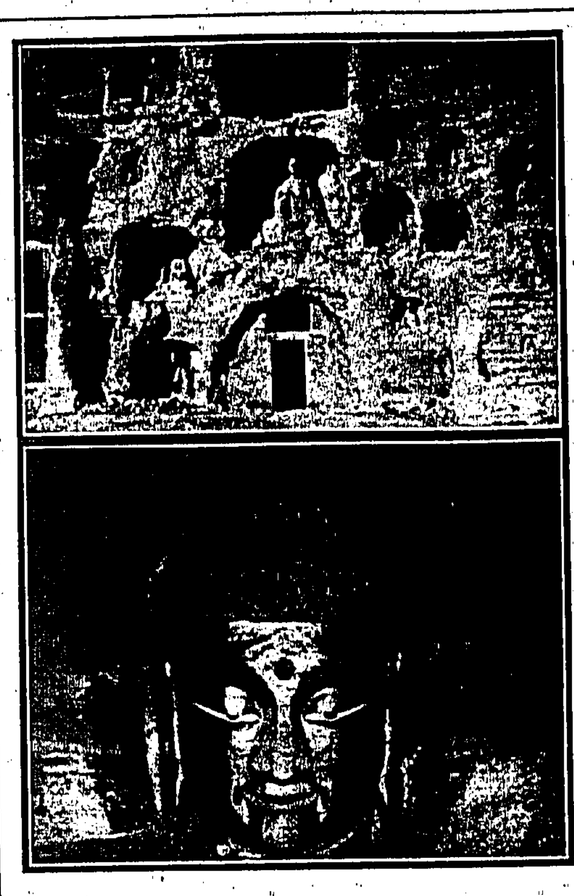
And well they may! For by combining two fittings in one shoe—a 3 fitting heel with a 4 fitting forepart, for instance—you get a shoe which hugs the ankle closely. This gives that final touch of elegance and fashion which goes with a slim ankle neatly and snugly housed, without sacrificing the comfort essential for the toes.

That is the secret of the famous K Plus fittings, which actually give extra comfort. The diagram shows what the Plus fitting is.



NEW STOCKS NOW BEING SHOWN BY

Mackintosh's



Vandal soldiers and corrupt officials recently cut off the heads of 96 stone Buddahs which had survived for 14 centuries in a cliff near Tatung in North Shansi, selling them to curio dealers. Left (top) some of the remaining Buddahs, (bottom) the head of a 60 ft. Buddah; centre, a beautiful specimen; right (top) another fine piece of work, (bottom) general face of the cliff.

Are YOUR EYES Tired?

Eyesight is your most precious possession. Safeguard it!

LAZARUS

Hongkong's Only European Optician—Established 40 yrs.

Manager:—Ralph A. Cooper F.I.O. Registered Optometrist. (Canada)

MILK

—THE MOST IMPORTANT FOOD OF ALL!

GIVE THE KIDDIES PLENTY

GUARANTEED PURE

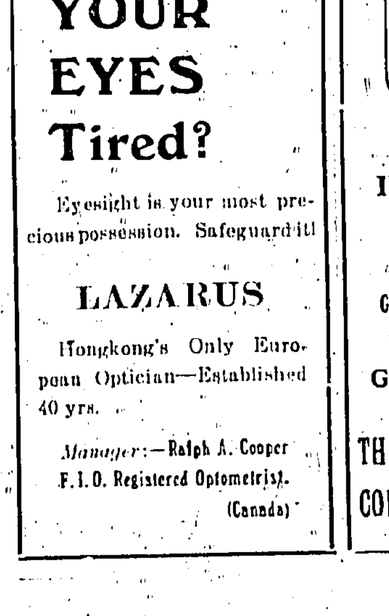
THE DAIRY FARM, ICE, & COLD STORAGE CO., LTD

Left, to right:—Miss Crawford and Mrs. Tottenham. The latter won in the interport match. (Photo: Mee Cheung).

Above is a group of the players who represented Hongkong and Shanghai in the recent interport tennis contests. After the scores were three matches all, Hongkong on Sunday walked away with four events and thus easily won the series. (Photo: Mee Cheung).

Whiteaways

WHITEAWAY LAIDLAW



JUST ARRIVED

The CELEBRATED "THREE KNOTS" Black Label Pure Thread Silk Extra Fine Guage Hose

All Fashionable Shades.

PRICE $4.95 pair.

LADIES' OUTFITTING DEPT.

Whiteaway, Laidlaw & Co., Ltd.

Players who took part in the golf match between the Kowloon Golf Club and the European Y.M.C.A. on the Kowloon course recently. The Y.M.C.A. won by two and a half points.

Gordon Lum, the Shanghai star, with M. W. Lo, whom he beat in the interport contest. (Photo: Mee Cheung).

H.E. the Governor at the opening of the Tung Wah Eastern Hospital on Wednesday. The Hon. Mr. H. T. Cressy is seen in background. (Photo: Mee Cheung).

A good action picture of Miss Collaco, who is seen with Mrs. Stafford Smith playing against Mrs James and Mrs. Miles. The latter pair won. (Photo: Mee Cheung).

THE INTERNATIONAL MOTOR EXHIBITION.

[Special Report to The *Hongkong Telegraph*.]

[By R.A.C.]

A general view of the Motor Show, which opened at Olympia, London. While there are no surprises this year, the show is the greatest yet held for the choice of nationality, class, type, and price of the exhibits. Three hundred cars are exhibited, representing 90 makes, of which nearly 60 are from other countries. The cheapest car is priced at £130, and the dearest at £3,460.

A Very Representative Display.

The Twenty-third International Motor Exhibition which, at the time of writing, is in full swing at Olympia contains car exhibits ranging in nominal horse-power from 7 to 50, developed in from 2 to 12 cylinders, while prices vary from £130 to £3,460. 56 firms are showing chassis or complete cars, 61 specialise in coachwork and over 350 are responsible for tyres, accessories and components.

In addition various Associations are represented, prominent among them being the Automobile Association, which is now within measurable distance of 500,000 members, and is the largest organisation of motorists in the world.

Altogether, the Exhibition is a fine achievement and all the more valuable in that it points to progress along sound and practical lines, sensational novelties being very few.

Tendencies of Design.

Before reviewing some of the individual models, it is interesting to observe the more important changes in design that have taken place since the last Show. For instance, 4-cylinder engines are rapidly giving place to "sixes" and "eights," the percentage of 4-cylinder cars having dropped from 34.6 per cent to 26.8. There has been a very decided rise in popularity for coil and battery ignition, which is now to be found on 60 per cent. of the chassis. This is doubtless due to a better appreciation of the advantages of the coil for easy starting and slow running and to the fact that the modern apparatus is entirely reliable.

Another outstanding feature is the increased use of 4-speed gearboxes, a tendency which is not confined only to European cars but is to be found, also, upon a number of well-known American makes.

It is rather difficult to account for the renewed popularity of wire wheels which certainly seem opposed to the modern ideas of labour saving and simplified upkeep. However, they undoubtedly improve the appearance of many modern cars and, if chromium plated, can be more readily cleaned.

In The Smallest Class.

Chromium plating is one of the improvements that have been incorporated in the Singer Junior in its latest form, while Triplex glass is now standardised for the windscreen. This stout-hearted little car with its 4-cylinder engine of 847 c.c. capacity has established a real place for itself either as saloon, 4-seater or sports 2-seater, for it represents remarkable value. Semi-elliptic front and rear springs are employed in conjunction with Newton hydro-pneumatic shock absorbers. The home price of the Sports 2-seater is £140.

A Seven which has, abundantly proved its worth, both at home and Overseas, is the Triumph, which has undergone several marked improvements in appearance since the last Show. The new design of radiator, for instance, is higher and is surrounded by a narrow chromium plated casing of ribbon type, giving it more imposing appearance to the front of the car as a whole. The chassis remains substantially the same, the engine being of 832.24 c.c. capacity with three-bearing crankshaft.

A feature of the Triumph Super Seven is the four-wheel hydraulically-operated brakes which are a unique fitting for a car of this class.

Nines From Coventry.

The Standard Nine which has achieved considerable popularity in the last two years is a moderately priced family car which fills the gap between the baby car and the larger models on the market. While it is essentially economical to run, it has a good performance and possesses a particularly efficient braking system.

A very useful feature of Standard coachwork is the "Stanlite" sliding roof, which, in effect, gives the owner the advantages of two cars at the cost of one. Without effort the roof can be opened while the car is in motion and may be closed with equal ease, should the weather prove fickle. Thus, the benefits of open car and saloon are cleverly combined.

The Riley Nine may be said with truth to have set a fashion in the matter of possessing a 4-speed gearbox in which "third" is as quiet as top, and so successful has it been from the very outset that the chassis alterations for 1930 are very few. They consist, in fact, of mounting the headlamps on a cross tube between the wings and the fitting of a steel apron between the front dumb irons. Incidentally, the headlamps are fitted with the Rotax dip and switch arrangement, which is an added source of enjoyment in driving.

As regards the Riley's suitability for the arduous conditions met with Overseas, it is significant that, following hard upon the lowering of the Australian trans-continental record by one of these cars, another privately owned Nine was recently driven from Singapore to London, a distance of 13,000 miles, in 5 months 20 days across some of the wildest and most barren parts of Asia and Europe.

The smallest of the 5 models in the Humber range is the 9/28 h.p., the price of which, despite many improvements, remains the same. The 4-cylinder engine has special combustion chambers, machined all over and giving maximum turbulence and freedom from pinking." In appearance, a great improvement has been made by fitting a deeper radiator of new pattern. This is an important point as without a doubt the advertising "appeal" of a car's radiator is nowadays considerable.

A Leader of Fashion.

The Hillman Fourteen has, since its original introduction, proved to be a thoroughly dependable car, both for home and Overseas, but the 1930 edition has a number of points which will commend it at once to users abroad, a rapidly growing body through the enterprise of Rootes Ltd., who handle the entire export of Hillman, Humber and Bentley cars. Thus, the chassis frame has been redesigned to give better strength, while the front springs have been lengthened, giving better suspension than in the past. Chromium plating, inside and out, is a welcome refinement and the use of Silentbloc rubber shackles to all springs eliminates 12 greasers, besides which they are noiseless and give practically everlasting life.

The bodywork of the latest Segrave model was designed by Sir Henry Segrave in close collaboration with the Hillman Co. This is a 4-door model allowing greater ease of exit and entry and is, of course, a development of the original 2-door Sports model which has been so extensively copied.

Exclusively "Sixes."

The distinction of being the smallest British "Six" belongs to the *Armstrong Siddeley* 12 h.p. model, which made its first public appearance a year ago. Its engine dimensions are 56 x 84 mm. giving a cubic capacity of 1,236 c.c. All the familiar characteristics of this firm's design are incorporated, including the gearbox mounted on the forward end of the torque tube and a flywheel fan. The appearance of all the models has been much enhanced by finishing the radiator in colour to match the car, with a narrow beading of chromium to throw it into relief.

On the 15 h.p. model the petrol tank has been moved from the scuttle to the rear and on all models comfort has been increased by the adoption of Luvax hydraulic shock absorbers. These shock absorbers, which are manufactured by C. A. Vandervell & Co., have many advantages over those of the friction type, the most important being that they act progressively, owing to the flow of oil following the hydraulic law and giving little damping effect for small bumps and greater damping for large bumps. Their efficiency is constant, therefore frequent adjustment is unnecessary, in fact, it should only be required under exceptional circumstances.

Britain's Cheapest "Six."

It is hardly too much to say that the new Singer "Six," which takes the place of the previous 4-cylinder Senior model, is one of the outstanding features of the Show. It is not only due to the fact that it is the cheapest British six-cylinder yet produced, but rather to the obvious good points with which it is endowed and the fine record of success behind the company which stands third in size among British motor manufacturers and is likely to go higher before long.

Contrary to usual Singer practice, the engine is of the side-valve type and is rated at 15.71 h.p.; the 3-speed gearbox is centrally controlled. Low build characterises both the chassis and the bodywork; in fact, it is possible for a man of normal height to see over the top of the Saloon, which, at the same time, does not lack head or leg-room. The specification includes chromium plating to all external bright parts, Triplex glass and wire wheels and yet, the Saloon sells at home for £275, a remarkable example of 1930 value.

Probably the most outstanding point about this model, however, is its 4-speed gearbox, built into a single unit with the engine and affording a third ratio that is as silent and as smooth as the direct drive. The value of this in traffic and in hilly country is at once apparent. Not only does it give the driver a tremendous degree of control but to the sporting enthusiast it is a delight to feel that in all conditions he has the means at hand to abstract the very best results from his engine.

The Lure of Speed.

The attraction of speed is difficult to put into words and, in these days of congested roads, it is seldom, indeed, that the sports model can be allowed to show its paces except over very short distances. Probably the true joy of the owner lies in the knowledge that he has under his control the reserve of power ready in hand when circumstances permit and, an added attraction to such an enthusiast, is the engineering skill displayed in the design of the modern sports model.

After a very successful season with the 4½ litre 4-cylinder and 6½ litre 6-cylinder chassis, Bentley Motors have decided to continue these models with a few changes of detail nature only. As the outcome of the valuable experience gained in the Double 12-Hour Race, Dublin Grand Prix and Ulster T.T., however, a new model is being offered in the 4½ litre supercharged chassis. This fine car, which has engine dimensions of 100 and 140 mm. has an output of about 165 h.p.; it will do over 110 m.p.h.

The power output of the 6½ litre speed model has been considerably increased above its previous figure by a slight alteration to the induction system and inlet valve design. Rootes Ltd. handle the export of Bentleys and showed at the Paris Salon this year.

The 3 litre Sunbeam still retains its position as one of the fastest standard sports cars ever produced and combines high speed with a degree of comfort remarkable in a sports type of car. For high speed touring the Weymann saloon supplied on this chassis is very attractive.

The "Rally" type of Weymann saloon, which can be had on the 20 and 25 h.p. models, competed in this year's Monte Carlo Rally and was generally regarded as one of the most notable examples of coachwork among the many luxurious cars on view.

The Greatest Rolls-Royce.

So many superlatives have been employed at various times in describing Rolls-Royce products that it is difficult to know how to refer to the new "Phantom II," the latest 40/50 h.p. from the famous Derby works. It is, however, unquestionably, the greatest achievement of the firm up to date. It is faster, more rapid in acceleration, more roadworthy at all speeds, better in suspension, lower to the ground and even improved in appearance.

The transmission and springing have been radically altered, the propeller shaft is now of the open type and the cantilever rear springs have given place to long semi-elliptics. The weight of the chassis has been very considerably reduced and, as a result, greatly improved performance is now obtained.

A most complete method of spring lubrication, by means of which oil is forced to the whole surface of every leaf, combined with patent hydraulic shock absorbers, results in truly delightful springing.

The new 20 h.p. model will be known as the 20/25 h.p. Rolls-Royce. Both bore and stroke have been increased and the engine is stated to give 20 per cent. more power.

Comfort in Coachwork.

In the Coachwork section of the Show the ventilation arrangements in the latest Thrupp & Maberly bodies are interesting. High up on the centre pillar on each side of the body is a specially shaped ventilator operated from the interior which admits air through the pillar. To exhaust used air the rear edge of the quarter window opens outwards slightly, in the manner of a casement window so that, while the used air can pass out, no draught or rain can enter.

The interior woodwork on the "de luxe" closed bodies seems to become more beautiful each year. On the Hooper "Sedanca" body on a 40/50 h.p. Rolls-Royce chassis, for instance, the woodwork is of ebony veneer on walnut, the fittings being of silver and ivory. This particular example of the bodybuilders' art is coach-painted in pastel blue on the body panels the remainder of the car, including bonnet and scuttle being in black cellulose.

A very smart 2-door 4-seater coupe with a sunshine roof by the same bodybuilders, is shown on a Hispano-Spiza chassis.

The various interior fittings for closed coachwork are beautifully designed. "Companions" are often now recessed with little lights above. Shaw & Kilburn have a most useful electric clock which requires no attention and will go so long as there is any charge in the accumulator; the amount of current it consumes is negligible.

The same firm shows the Warm-Start electric heater for the radiator. In this the heating element is permanently fixed into the bottom tank of the radiator and a plug and length of flex connect to the house mains. It is simply connected up in cold weather when the car is put away for the night.

An Interesting Supercharged Model.

It is possible to acquire for £495 a standard production with a 4-cylinder engine rated at no more than 11.9 h.p., but equipped with a supercharge, capable of attaining practically 100 m.p.h. This is the 1½ litre hyper-sports Lea-Francis, which as a result of a long period of racing experience has had early faults overcome. Among its latest successes was winning Class 2 in the recent British Racing Drivers' Club 500 Miles Race at Brooklands, when its average speed over the whole distance was 89.19 m.p.h. A second standard model, driven by Earl Howe and Sir Ronald Gunter, completed the distance at an average speed of 88.38 m.p.h.

The chassis of the new Francis Saloon is identical with that of the T. T. Lea-Francis cars, whilst the body is a good example of the most advanced practice in coachbuilding. The fabric body is constructed on the 10 per cent. angle system; that is, both the leading and trailing lines of the car are sloped at an angle of 10 degrees, the former being inclined backwards and the latter forwards. The appearance is most striking and the whole car is a fine example of the evolution of the standard model from experience gained in racing.

A Most Desirable Fitting.

It is intended to deal in a later article with some of the larger 6-cylinder cars and the "Straight-Eights," but before concluding these present notes reference must be made to a very successful new jacking system.

Whether to deal with a puncture or the most trivial adjustment entailing its use, the average jack is a bugbear to its owner. It is well-nigh impossible to use one without getting dirty in the process while in many cases, considerable physical effort is also involved. The "Jackall" system manufactured by S. Smith & Sons Ltd., however, is a permanent fitting on the car by means of which any or all of the four wheels can be lifted by merely moving a handle into an upright position. The equipment consists of four small tubular telescopic jacks permanently fitted close to each wheel. The control, a small flat box, fits on the running board and a lever controls the hydraulic system employed.

A Very Popular Class.

The rise of the light "Six" during the last few years has resulted in the 14-17 nominal horse-power class becoming firmly established in favour with the average motorist. While quite economical to run, these cars have a really excellent performance even with roomy coachwork and, to-day, their equipment can only be described as lavish. The increased employment of the 4-speed gearbox makes them more attractive than ever.

A worthy example of this class is the Standard "Envoy," which has a 6-cylinder engine of 65.5 m.m. bore by 102 m.m. stroke, and 4-speed gearbox with centre change. The steering box is now carried on the frame to reduce vibration, while, in accordance with the latest practice, there is a neat control box in the centre of the steering wheel with levers for ignition and throttle, horn button, control for the dipping reflector headlamp system and light switches. Thus, everything is to hand and driving fatigue is reduced to a minimum.

Easier and Safer Driving.

The Lucas patent "Dip and Switch" reflector is worthy of close examination for it affords a simple and economical solution of the dazzle problem. By means of electric operation, controlled from the steering column, the nearside headlight beam is thrown downwards and to the nearside of the road by a movement of the reflector inside the lamp. During the whole period of this dipping operation the offside lamp is switched off.

This arrangement, while giving an ample driving light by which to pick out pedestrians, cyclists and others, eliminates all dazzle and thus makes night driving pleasanter and safer.

A large number of features making for easier and safer motoring are incorporated in the largest of the Singer range, the Super Six, which has an O.H.V. engine 1,920 c.c. capacity and a 4-speed gearbox. The specification includes Marles steering, servo-operated brakes, chromium plating, Luvax "one-shot" chassis lubrication, hydraulic shock absorbers, bumpers front and rear and two spare wheels. As a saloon the home price is £350 and this figure includes Triplex glass for the windscreen and windows.

From an examination of the cars at the Show it is clear that the standardisation of safety glass is proceeding rapidly. Not long ago, the chairman of the Triplex Co. expressed the opinion that it would soon be impossible to sell a car not so equipped and his forecast is rapidly becoming fact. The public now realise that some of the worst dangers to be feared frim road accidents are due to flying glass.

It has been found during the past season by the Wolseley Co. that most purchasers prefer to buy their cars with full equipment and so, for 1930, while still marketing standard models, they are also bringing out a series of "County models, the prices of which include all the fittings which even the most exacting motorists could require.

Thus, for instance, the 16/45 h.p. model which was the original of the present day Wolseleys, in "County" form has, besides the standard equipment, electrically-operated dual dipping headlights, Triplex glass, 2 spare wheels, Luvax shock absorbers and electric petrol gauge.

A Remarkable Guarantee.

There are a number of arresting features about the new Acedes Magna, which has recently been brought out under the auspices of Mr. S. F. Edge, and it is obvious that the manufacturers have the fullest confidence in it and, indeed, all Acedes cars as they have issued a truly wonderful guarantee in respect of 1930 models.

For as long as the car remains in the original owner's possession nine of the most important parts of the car, including differential, steering, crankshaft, frame and road springs are guaranteed against wear and breakages.

This firm has always been notable for the high power to weight ratio of its products and it is interesting to note that even the Acedes Magna with closed body and full load of passengers weighs less than other cars empty. It should be added that this model is a capacious car, definitely larger than the other Acedes.

More Refinements for the Talbot.

The Talbot Fourteen is now in its fourth year and except for detail improvements, remains substantially the same. The improvements are the fruits of experience at the hands of owners in many parts of the world and the further success of this excellent model is assured.

The chassis is semi-automatically lubricated and oil, petrol and air filters are fitted. Another good point is the automatic lubrication of the gearbox from the engine. Silentbloc spring shackles are fitted and by means of a knob placed under the bonnet, the crankcase can be drained without any necessity for getting under the car to release a plug. This is a feature which might with advantage be adopted by other manufacturers, for on most cars the operation of cleaning out the sump is a very dirty job even to-day.

Products of the Big Combine.

It was announced quite recently that Captain J. S. Irving, designer of the Golden Arrow, had become technical chief of the Hillman-Humber-Commer combine. Major Sir Henry Segrave is also closely associated, while on the Export side Rootes Ltd., who have great experience of world conditions, are in sole charge. This undoubtedly makes a strong combination and augurs well for the future of the group.

The Hillman Straight-Eight, already a most successful car, embodies a number of detail improvements in its latest form. Chief among these as affecting performance are the new exhaust and inlet manifolds, giving increased power and silence. The batteries are now housed inside the frame and similar improvements have been made to the front springs as on the Fourteen already referred to.

This car is delightful to drive, flexible and capable of excellent acceleration, it is difficult to realise that the engine capacity is but 2,620 c.c.

Coming now to the more powerful cars, a newcomer from the Humber works stands out as one of the features of the Show. This is the "Snipe," a car with a high power to weight ratio and a fine road performance; it is, in fact, stated to be capable of a genuine 75 m.p.h. The 6-cylinder power unit has a bore of 80 mm. and 116 mm. stroke, the cubic capacity being 3,498 c.c.

The new pattern Humber radiator is, of course, employed and the appearance of the "Snipe" is most attractive the provision of thermostatically-controlled radiator shutters not only enhances this, but ensures that at all times the engine works under most efficient temperature conditions.

CHANGE OF GAS HELPS.

Owners of latest model cars, which have high compression engines, should at every third or fourth replenishing of their gasoline supply put in high compression gas instead of the regular, ordinary grades. This will remove a certain form of knock that is occasionally noticed in high-speed, high-compression engines.

Our picture shows the engine of the new Trojan which is carried in the luggage trunk, the luggage being carried in the bonnet of the car. It has an attractive body and the price, which has not yet been announced is expected to be under £185.

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DEAL DIRECT.

MRS. PEPP'S CHAUFFEUR.

[From the Diary of Mr. Pepp.]
[By Fred Gillet.]

Sat up late. Studying ways and means, maps and account books. Having paid for the car, licence, insurance, and subbed to various clubs, can now rest on my financial oars, barring running exes, parking fees, the police and other trifles. Have arranged ideal route for our first trip into the country on the morrow.

Down betimes. Enthused to wife re proposed rural run. Wife received suggestion coldly. She proposed alternative route, viz: via Whitehall, Pall Mall, past Buckingham Palace, followed by a two hours' tour round Hyde Park, and so home.

Pride and Prejudice.

"But, my love," I protested, "now that we have a car, surely we should take the first opportunity of escaping from the maddening crowd? Let us seek out the lonely moors, the distant hills!"

"No, Mr. Pepp. Now we have got a car, why hide it under a bushel? Why bury ourselves in the country?"

"To get away from the crowd, my dear."

"But if we seek solitude, nobody will know that we have got a car."

"If that is your only objection, we can advertise in the Agony Column: 'Mr. and Mrs. S. P. have got a motorcar. Kind friends, accept this, the only intimation. No passengers wanted.' Think of green fields and yellow cornfields!"

"Pray do not speak so sillily," said Mrs. P. "I want to see the green and yellow expressions of envy on the faces of our pedestrian neighbours."

Argument continued *ad lib*, and so to Hyde Park. Wife much contented to crawl at 15 m.p.h., until she saw the Smithers of Surbiton in their Isis Six driven by a liveried chauffeur. Then melancholia set in.

Mounting Ambition.

On reaching home, "Samuel," said Mrs. P., "we must have a chauffeur too—in a green livery."

"My dear, have you not a husband? Every man his own chauffeur, is the best policy. What is the use of buying a car if we are not to have the pleasure of driving it ourselves?"

"But you are not in livery."

"Mrs. P., as you know, I am often livery. And, in short, Mrs. P., we cannot afford a chauffeur. And, moreover, Mrs. P., chauffeurs are unreliable. They smoke gaspers, rob their employers, gamble, and even if they do not drink, they are liable to go off at any time for a joy-ride and leave their employers either in the lurch or in a standardised ditch."

Argument continued. Something must be done. Next morning betimes decided to consult Parker about it. Parker is the sort of man who would probably have just heard of a cheap second-hand robot-chauffeur whose owner was going abroad.

Parker made brilliant suggestion. "Pepp," he said, "why not hire a livery and engage yourself, incognito, as your own chauffeur?"

Suggestion approved. Hied me to a theatrical perruquier in Maiden Lane, where I did hire me a green uniform with tinsel trimmings. Likewise had myself fixed up with a black wig and heavy ginger retrousse moustache. When I looked in the glass, methought myself as handsome as an Italian opera singer. And so home in my disguise, where I told my wife that my name was Wallace Swanedgar, and that Mr. Pepp had engaged me as his chauffeur.

She, after gazing at my rig-out, set off by my somewhat portly figure, with high approval, said: "Very well, Wallace. You will start your duties at once. Bring the car round immediately. I am going shopping. I shall be ready in five minutes."

In my capacity of chauffeur I purchased unto myself a packet of gaspers (though I habitually smoke a pipe) and placed a cigarette behind my ear. Also got me a midday sporting paper, and sat in the car studying form, as I had seen the best-regulated chauffeurs do, while I waited half an hour for my wife's five minutes to elapse.

As I held the door open for my good lady, methought she did give me the gladsome eye—a thing she hath not given me of late as often as I could wish. "Oho, Mrs. P.!" thought I, "are you going to fall in love with your new chauffeur—in other words, with your old husband? If so, I have no objection." But, perhaps, it was only the livery. And so off.

A Man of Parts.

Waited an hour outside a milliner's while wife worried hats. Smoked all my gaspers and studied form, much to my discontent.

Drove my wife to her club in Little Sackville Street. Long wait. Lit my pipe. After an hour my wife came out of the club, looking mightily disgruntled.

"Chauffeur, I find I have forgotten my bank book. Drive home!"

"Madame," I said, "if I can be of any service to you, my modest purse is at your disposal."

"Thank you, Wallace. I shall be able to repay you after the next rubber. I only need a small sum—ten pounds or so. Can I trust you, Wallace? As a matter of fact, I have been playing bridge with the Duchess of Plazatoro, and—but don't mention it to my husband, Wallace!"

"Madam, that is strictly between you and me. I have a little money saved up for emergencies such as this." And I handed her a ten-pound note, insisting on accepting her I.O.U. for it. As soon as she had re-entered the club I drove off alone. Called at the perruquier's on the way and doffed my trappings, and so home.

When Mrs. P. returned later in a Jixicab, and also in high dudgeon, I told her that I had dismissed Wallace Swanedgar at a moment's notice for deserting his post and leaving her in the lurch. Wife vastly perturbed.

"Let this be a lesson to you, Mrs. P. I warned you. Put not your trust in chauffeurs. They will rob you right and left. We will have no more chauffeurs."

"Indeed we will, Mr. P. This one did not rob me—on the contrary, I—in fact, Wallace Swanedgar seemed a pleasant young fellow and very obliging. One that one could confide in. I think you have acted hastily in discharging him. It was his first offence, so he should have been merely warned. You must re-engage him, Mr. P."

The Villain Enters.

And so next morning, much against my will, I reinstated Wallace Swanedgar. It is clear that I must take more extraordinary measures to cure my wife of her expensive yearning to be driven by a liveried menial. And so, off with my mufti, and on with my motley.

When I appeared with the car, Mrs. Pepp said: "To the club, Wallace."

"Very good, my lady."

But, did I drive to the club? No. It was in my mind to take the fresh air of the country, rather than that breathed by Hyde Parkers.

In spite of her protests, I drove far into the country at an exceeding goodly speed. At length I drew up at a village hostelry and said, "Madam, I trust you have enjoyed this joy-ride as much as I have. And now, will you do me the honour to partake of a dish of tea?"

She was mightily indignant. "I do not take tea with servants," she said.

"Tut, tut, Madam! No offence. You take your tea in the coffee room, and I'll take a dish of something more potent in the tap room."

After an interval I went to the coffee room and said, "Madam, I can no longer conceal the truth from you. I love you."

"You are a horrid person, and I hate you. Leave me, and let me never see you again."

"Nay, Madam. Am I never to see my ten pounds again?"

She blenched and blushed at that. "If you had only obeyed instructions and driven me to the club, I should have been able to repay you handsomely out of my winnings. As it is," she sobbed, "all is lost."

"Then, Madam, we part for ever. Farewell. I shall present your I.O.U. for payment to your husband in due course. This is a far better deal than I expected it to be."

The Fruits of Diplomacy.

With that, I left her in tears, but not for long. Taking a suitcase from the car, I hied me to the hotel bathroom, where I made a rapid change, and walked into the coffee room clothed and in my old, familiar face. Affecting not to notice her at first, I looked and beamed.

"Why, Bess! You here! What a happy coincidence! But you are in tears. What ails thee, sweet one?"

Mrs. Pepp flung herself into my arms. "O, Samuel! You have arrived in the nick of time. That horrid man! You were right, Samuel. He proved to be all you said and more—disobedient, insulting, intemperate, a joy-rider, and, worst of all, a blackmailer. Samuel, we will never have another chauffeur."

"Madam," I said, "I am your most obedient servant. Bid me to chauff and I will chauff."

And so home.

FEDERAL MOTOR BUSES IN CANTON.

The above pictures show types of Federal Motor Buses recently bought by the Mo Fan Bus Co., and the Kwangchow Bus Co. of Canton. These were supplied by the China Motor Supply Co., of Hongkong.

SLEEP WRECKERS.

Explosions, Rattles.

LAXITY IN SUBURBS.

Continental and American police have recently put a sudden stop to noise makers, who, in rattletrap and badly adjusted vehicles, fill the street with sounds that emulate a boiler factory. In Sydney these offenders against the traffic regulations get sudden warnings and prosecution in the city.

In the suburbs, probably encouraged by lax interpretation of the regulations, noise is rampant, and its effects are worse because of the otherwise comparative quiet of the surroundings. Noisy exhausts are common, and in this respect 'buses appear to be the worst offenders.

In most of the Northern Suburbs the approaches to the ferry wharves are down steep hills and as the vehicles traverse these on their way to the ferries they emit a loud explosion, repeated about every three seconds. The midnight peace of one stately suburb is shattered about every half hour by this nuisance.

Another offence that seems to be chronic with motor 'buses is the splashing of thick, black grease on the roadway, this is particularly ruinous to women's shoes. A concrete road, which has been in use about a year on the north side of the harbour, is already black and shining from this cause.

The Metropolitan Traffic Act of New South Wales states that the driver shall not "cause or permit the machinery to be work in such a manner as to cause undue noise," and "cause or permit waste oil to drop on the roadway."

Proper adjustment of the carburettor and regular inspection for oil leaks would prevent these nuisances.

EARNED MORE.

U.S. Car Makers.

42,970,989 DOLLARS.

A list of the total earnings of 12 representative motor manufacturers in the U.S.A. shows that seven of them have increased their income in the first six months of this year.

Five have earned from 9,000,000 to about 230,000 dollars less on the half year's trading. The largest increase was Chrysler's 6,407,760 dollars.

In the case of truck and car manufacturers and makers of parts and accessories, the 1929 increase was substantially larger than was the case with car manufacturers.

Money in Trucks.

The combined earnings of three of the independent truck manufacturers during the first six months of this year reached a total of 5,631,474 dollars, an increase of 1,425,336 dollars, or 33.89 per cent. on the 1928 figures.

The parts and accessories industry continued to enjoy the marked expansion that it has experienced during the past two years.

The list of the earnings of these manufacturers during the first six months of 1929 show that the combined earnings reached a total of 42,970,989 dollars, an increase of 14,392,927 dollars or 50 per cent. above the corresponding period for 1928.

FAMOUS DANCER VISITS AUSTRALIA.

Madame Anna Pavlova is seen here with the Cadillac she chose for her personal use during her recent Australian tour.

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BROOKLANDS ESCAPE.

At 120 Miles an Hour.

TYRE INJURES DRIVER.

Mr. Jack Dunfee, one of the most famous racing car drivers, had the narrowest of escapes from death when driving at over 120 miles an hour at Brooklands.

Mr. Dunfee was attacking the world's 200-kilometre and 200-mile records in his 2-litre supercharged Sunbeam. These records are at present held by Mr. Kaye Don on a Sunbeam. Mr. Dunfee had been going well for some time when he had to come in to change a tyre which had thrown a tread.

After the change was made he got away well, and had nearly run an hour in good time. It looked as if he had the record well within his grasp. Lap after lap he tore round the track, the super-charger of the little red car screaming steadily. Suddenly the car had slowed up, and presently it came in with Mr. Dunfee obviously in distress. He had to be lifted from his seat, and it was then discovered that the offside back tyre which had been changed had in its turn shed its tread, and that one of the flying pieces of rubber had caught Mr. Dunfee on the arm and severely injured it.

At the time the accident happened the car was doing over 120 miles an hour, and the mechanic who was in the car was holding the wheel on the straight while Mr. Dunfee was adjusting his glasses. Suddenly, he saw Mr. Dunfee jump, and then saw the pieces of tread fly round his arm. The fact that Mr. Dunfee was not holding the wheel at the time probably saved both their lives, as he could hardly have held on to it owing to the pain.

An X-ray examination at the hospital to which he was taken revealed that Mr. Dunfee had a badly fractured wrist.

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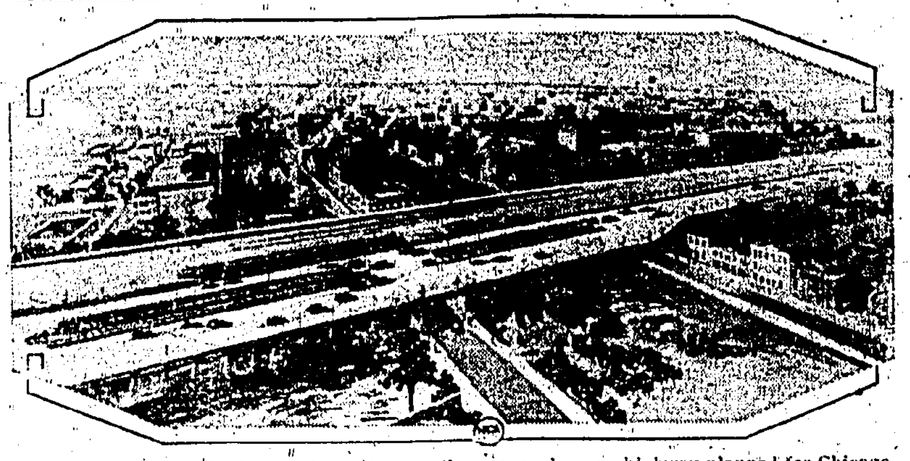
CHICAGO'S PROPOSED SUPER-HIGHWAYS.

Elevated Road to Relieve Traffic.



This is an artist's sketch of a section of the proposed super-highway planned for Chicago. Oneway ramps along the middle line permit autos to enter or leave the highway without in any way hindering the steady traffic in either direction.

Chicago, Oct. 16.—Citizens of Chicago will vote Nov. 5 on the first of two proposals to construct high-speed super-highways through the busy districts of the city into the country to the west and northwest.

The project now on the ballot for approval of the voters is that calling for a bond issue of $20,000,000 which would defray the costs of building an overhead highway nearly seven miles long through the western part of the city. The other project that is being prepared for future approval of the Chicago citizens calls for the construction of a 10-mile super-highway of even larger proportions that will lead traffic from the congested centre of the city to an outlet in the northwest corner.

Both projects are the products of the Chicago Plan Commission, of which Eugene S. Taylor is manager. At present the commission is centring its efforts on the Austin-Kinzie highway to the west, which is awaiting approval or rejection this coming election day.

This proposed highway will be nearly five miles long and will average 80 feet in width. It will open up a part of the city, says Hugh E. Young, chief engineer for the Chicago Plan Commission, which has been the most neglected of all sections so far as traffic facilities go. Furthermore, it will enable visitors from the immediate west to enter Chicago by this super-highway more directly and more easily than they can to-day.

Starts From Loop Area.

The Austin-Kinzie highway will start at the Chicago river just outside the loop and go directly west on Austin and Kinzie avenues almost to the city limits. All this way it will be either on filled soil like a railroad right of way, or on viaducts, crossing some 75 streets overhead and feeding into 31 of these.

Connexion to these 31 streets will be by means of ramps so placed along the middle of the highway as to afford entering and leaving without hindrance to traffic. Where ramps are provided, each 10 feet wide, the highway will be 109 feet wide.

According to Young, this highway will be wide enough to accommodate nearly 4,500 vehicles an hour in both directions, or about 30,000 a day. This is far beyond the expectations of traffic demands as far off as 1950.

Saves $2,400,000 a Year.

If 80,000 owners use this highway daily, he calculates, each would save about 10 minutes' running time to downtown Chicago. Evaluating this time at a cent a minute, covering only the saving in gasoline, wear and tear, this would mean a saving of 10 cents a trip, and this would mean an actual monetary saving of $8,000 a day or $2,400,000 a year.

The other projected highway out of Chicago is called the Avondale super-highway, running over the Chicago and Northwestern tracks and out on Avondale avenue to the city limits.

"Within an area of about 1,100 square miles northwest of Chicago," Taylor points out, "there are to-day more than 300 miles of concrete highways, all of which focus upon the northwestern city limits. There is to-day no direct convenient and adequate way for the traffic on these 300 miles of improved highways to continue its journey on into and through Chicago.

"The Avondale super-highway is one of the means of providing that way."

No Crossing or Turning.

This highway, about 10 miles long, will be 160 feet wide and will have ramps connecting it to important cross streets in such a way that there will be no right or left-hand turns. Underneath or to the side of this road, as facilities permit, there will be a 50-foot highway to take care of "local" traffic.

The entire highway will run alongside the railroad tracks practically all the way. Coming into the busy downtown area, it will connect with two or three feeder or distributor highways leading traffic into the western boundary of the high-speed quadrangle that has already been built around the loop district.

"This super-highway is indicative of what the Chicago Plan Commission believe must ultimately come in Chicago," says Taylor, "namely, separate uninterrupted through routes for long distance traffic movement. These would extend from end to end of Chicago and provide direct continuous routes without local or cross traffic, but connected at frequent intervals with every important thoroughfare in the city."

Eventually, adds Taylor, "the commission has in mind a system of from six to ten super-highways radiating out fan-shaped from the heart of the city to the municipal borders, north, west and south. In this system, he believes, lies the solution of the municipal traffic problem.

DESIGNS FOR WOMEN.

Making Driving Easier.

IMPORTANT POINTS.

British motor-car manufacturers have set out in their new designs to meet women's every wish, and eloquent salesmen at Olympia will make a special effort to sway their choice.

Among questions which women could ask are:

Is central lubrication fitted? If not, are there rubber bearings which need no lubrication? Or are the oiling points grouped at a convenient place so that I shall not have to crawl underneath the car?

Is the plating untarnishable?

Is there any fitting to prevent the dangerous exhaust gases from entering the enclosed body?

Is there sufficient headroom for comfort?

Is the floor low, so adding to safety?

Are clutch and brake pedals light and operated without excessive pressure being required?

Eliminating Squeaks.

Where central lubrication is fitted the woman driver can stop the squeaking of such parts as spring shackles by resting her foot on a pedal.

Women will also encounter the "twin top" gearbox, whose purpose is to make driving much easier. The two highest speeds in a four-speed gear box are made equally silent by this device, and the driver can change from one to the other with far greater ease than formerly. It is possible to drive on the third or top continuously with no discomfort.

Women should remember that a slightly larger six-cylinder engine, though it may use a little more petrol, means easier driving. She will not have to change gear so frequently and the engine will pick up more quickly on the high speed.

Women usually have strong opinions on bodywork. Both the panel and the fabric type are good but the fabric is usually the more silent.

Some stands have been specially arranged this year to catch the feminine eye, and one famous coachbuilder has the cars on his stand all worked out in a particular colour scheme.

In other cases car manufacturers are not only supplying vanity cases but also rugs with the cars. One car is sold containing a woman's umbrella in a case.—Ex.

TELL-TALE LAMPS.

Defects and Causes.

The lamps are the tell-tale of the lighting system. If one or more of them fail to light, there is a long series of causes to seek and remedy.

The first place to look is the line of fuses, usually back of the dash. If one is blown out, it is probably that which controls the line on which the unlighted lamp has been found. In this event, it should not be replaced with a new fuse before the real cause of the trouble has been located and corrected.

This may be either a short circuit in that particular line or an accidental ground. The short may be in the lamp socket or it may happen along any part of the entire line. The lamp socket and the wire terminal to it should first be examined to see that it is wired properly. Then the wiring should be examined closely from the lamp down to the fuse and back of this to the main line. Usually a burned or abrased insulation will reveal the location of the short or ground.

* * *

If no fuse has blown out, and one of the lamps is out, the trouble is probably in the lamp itself. It should be replaced by a new bulb. But if the new bulb refuses to light, the cause may again be in the socket. It should be examined, for an open circuit. If there were a short circuit here, the fuse would blow out, but if the fuse is intact and the lamp does not burn, there may be a break in the line. This also can best be located by starting from the lamp socket and working back to the main line back of the fuse box.

* * *

Sometimes the lights either go out altogether or remain dim. If they are dim only while the motor is idling and light up brightly while the engine is speeded up, the trouble is a weak or run-down battery. The battery should be charged to full capacity. Sometimes loose or corroded terminals on the battery will cause this. These therefore should be examined and cleaned.

Another cause for dim lights is failing of the generator due to a worn brush or loose brush connexions. The generator need not be examined before the ammeter on the dash is noted. If, when the motor is running and the lights are turned off, the ammeter shows that the battery is being charged properly, you may conclude that there is no trouble with the generator. The ammeter, therefore, is an easy tell-tale for the efficient operation of the generator.

If the trouble is neither in the battery nor the generator, the cause for unlit lights or dim lights may be found in a defective wire connexion to the switch, or to a loose lamp socket terminal, or to fairly well burned-out bulbs, or to poor connexions of the bulb bases to their lamp sockets.

* * *

Loose connexions in the wiring may be detected by flickering lamps. The way the man at the steering wheel can tell from his position whether his lamps are flickering, is to look at the ammeter. If the needle of this instrument jumps back and forth more than the roughness of the road would throw it, the driver may suspect flickering lights.

This unsteadiness of the ammeter needle, however, may point to an intermittent circuit in any part of the ignition or lighting system. Therefore, if on observation, the lights do not flicker, the loose connexion should be sought in the ignition circuit.

Usually this can also be detected by missing of the motor, or every time a line of the ignition circuit breaks there's a missing spark.

The remedy, as in other cases of the electric system, is to go over the wiring for the loose connexion or accidental ground.

BACK AGAIN.

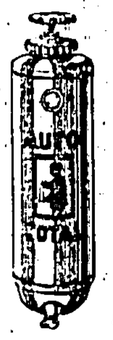
Mercer to be Made.

STRAIGHT-EIGHT MOTOR.

After a lapse of years, the Mercer car is to be built again in the U.S.A. Models bearing this name once were sold in Australia.

Plans for the production of 1930 models have been completed, and the estimated output is 3,000 cars for the year.

The new Mercer will have a straight-eight motor, and will not depart from the conventional. It will have a wheelbase of 137 inches, and will be sold for about 2,500 dollars.



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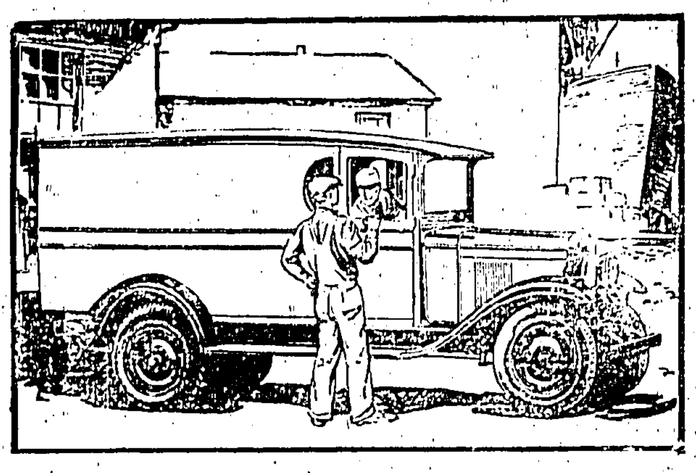
NOTICE TO ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.



for Economical Transportation

CHEVROLET

1½ TON CHASSIS

Complete with Spare Tire and Tube

H. K. $1770

Give this new Chevrolet Truck plenty of work—heavy work—constant work. Load it to capacity. Route it over rough, unmade roads—through sandy, muddy stretches—up steep grades—over long hills.

The type of performance it will render will be a revelation to you. Never in the history of the low price truck field has such performance and dependability been available.

THE Outstanding Truck of Chevrolet History.

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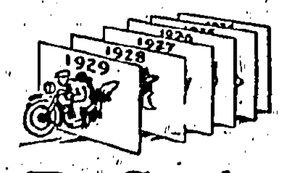
Consistent Year after Year!



B. S. A. RELIABILITY

Year after year, B.S.A. consistent performance will give you absolute confidence in the ability of your machine to go everywhere at any time. Open competition and every day service of riders all over the world have proved B.S.A. unfailing reliability.

B.S.A.—Your Faithful Companion.

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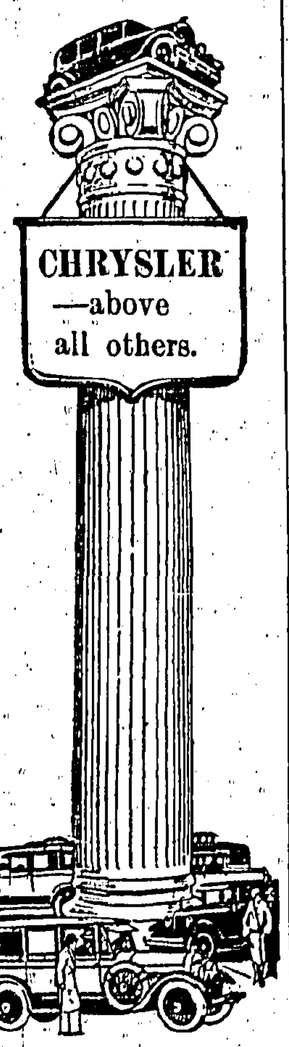

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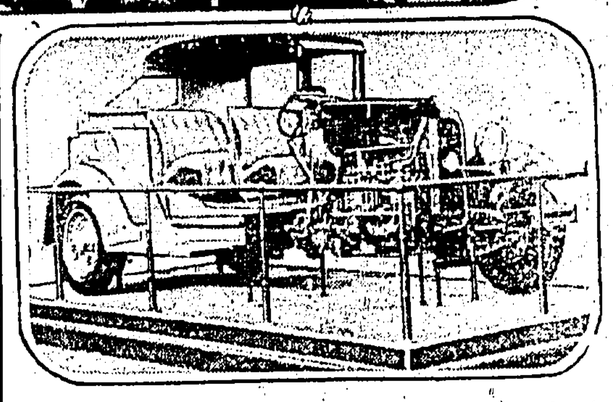
STYLE FEATURES AT THE PARIS SHOW.

[Special Report to the *Hongkong Telegraph*.]

[By Minott Saunders.]



The Selection that faces the European motorist when he wants to buy an automobile is shown by the upper photo picturing part of the exhibits of 114 manufacturers at the Paris auto show. One of the features was the "cross-section" of a Citroen, lower photo, showing how the car is made.

The twenty-third annual automobile show of Paris might have been a fashion display, judging by the smartly dressed women it attracted. They were looking for colour and style, with comfort and utility secondary considerations. They found it.

Never before has the show been so rich in novel features. Engineers and designers seemed to have appealed particularly to women, and their colour schemes made fashionably-dressed visitors go into raptures.

Aside from beauty of line and colour there were few surprises. Closed cars predominated, indicating that Europe is following America in discarding the open type. The manufacturer has striven for greater perfection in motor performance, comfort, safety, economy, longevity and speed and has advanced along these lines without any noticeable radical changes. Old hood designs are generally clung to so that the car's identity is not lost.

There is, however, a noticeable body refinement in many cars, such as longer wheelbase and lower suspension. Sixes continue to rule the field, with eights being shown by a number of firms for the first time. Some few fours were shown, particularly by French firms, but among the American makers only one remains. Narrow-tread cars, once popular with foreign manufacturers, are fast disappearing, only a few having been shown this year, but they drew much attention, particularly because of the low price.

More U. S. Cars Shown.

Keen interest was displayed in the American cars, many firms showing for the first time. The United States' exhibits numbered 31, second only to France, with 56. Other nations represented were Germany with nine, Italy seven, England six, Belgium three, Austria one, and Czechoslovakia one. This shows the remarkable progress made by American firms, for previous to the war American cars were hardly sold in France.

The complete list of American exhibits in the Grand Palais included Auburn, Buick, Cadillac, Chevrolet, Chrysler, Cord, Dodge, Durant, Duesenberg, Ford, Essex, Franklin, Graham-Paige, Gardner, Hudson, Hupmobile, Jordan, Lincoln, Marmon, Moon, Nash, Oldsmobile, Oakland, Packard, Pierce Arrow, Reo, Studebaker, Stutz, Whippet, Willys-Knight and Willys-Overland.

An interesting aspect of the American cars was the tendency to change to four speeds, the third one being silent. European makers never have dropped to three gears to any great extent, for with their smaller motors they needed the extra gear to get good road performance. They have, however, now taken up the silent third idea, among those adopting this device for the first time being Delage, Mathis, Panhard and Levassor, Talbot and George Irat.

The Voisin company has a device known as a compound relay, whereby it can get two different combinations out of the three-speed transmission, this giving six speeds ahead and two reverse. The change from the high to the low set, and vice versa, was originally made by a vacuum mechanism, but is now operated by an electro-magnetic device.

Front Drive Makes Hit.

One of the latest ideas of the show was the front-wheel drive and the Cord front-wheel drive, built by Auburn, proved to be one of the most attractive exhibits in the salon. The only European front-wheel drive cars were the Tracta and a Chaigneau-Brasier.

The centralized chassis lubrication system, of which the best examples in the show were Bijur and Tecalemit, is certainly coming into more extensive use. An increased number of cars are being fitted with silentbloc bushings, requiring no oil, and another interesting development is the use of an oil radiator to maintain the engine lubricating oil at a reasonably low temperature.

Body styles always have been an outstanding feature of the Paris show and keen interest was taken in the rivalry between American and European designers. In this line are the new Sylentlyte bodies built by Hibbard and Darrin of Paris. This American firm in France has practically abandoned the use of wood and is making use of a built-up frame composed of aluminum, duralumin and cast Alpax metal with sheet aluminum panelling.

The saving of weight compared with a standard body of equal quality is 300 pounds, but an even greater advantage is the endurance of the body under hard service and various climatic conditions.

More Eights Introduced.

Prominent among the developments noticed here was the greater number of eight-cylinder engines. The great majority have the cylinders in line, but a few, including Cadillac, Lincoln, and now the Italian maker Lancia, have the V type. The Lancia is an original design which at first sight might be mistaken for a four-cylinder with spark plugs on opposite sides.

Although the first straight eight engines were built on this side of the Atlantic, Bugatti and Ballot being responsible for them, the United States was the first to put them into big production. Only recently have European makers taken them up seriously. About half the European makers now have straight eight engines, but they agree that this does not mean the eight will supplant the six here, as the latter has supplanted the four, except on small or cheaper types of cars.

The most noticeable engine with more than eight cylinders was the 12-cylinder Voisin sleeve valve model. One of the out-standing features of this was the use of a single eccentric shaft operating all 24 sleeves. Despite its increased number of parts, the makers claim it is easier to service.

Eight-cylinder cars remain luxury models. This is largely due to European standards of taxation and the high cost of gasoline, making the six the more popular class. More than 1200 exhibitors, including accessory manufacturers, were listed.

HOME MOTOR-CAR RESEARCH.

Work by National Physical Laboratory.

NOTABLE EXPERIMENTS.

Some details of experiments and apparatus of great interest to motorists were given to visitors at the annual inspection of the National Physical Laboratory, Teddington, Middlesex.

In the engineering department, for example, there was on view a small model vehicle used to determine the effects on skidding of variations of the braking arrangements and of the weight distribution. A special propelling apparatus operated by weights and pulleys gave the model any desired initial velocity. Another exhibit which attracted much attention was the experimental trailer designed for use in tests to determine the relative destructive effect on roads of wheels of different sizes, and the tractive resistance of wheels fitted with tyres of different types. The dynamometer fitted on this trailer was capable of measuring the tractive resistance to an accuracy of 2 lb., while the speed and distance travelled were also recorded.

Disturbances of the Ground.

Of considerable interest, also, were the highly sensitive instruments used for recording the disturbances of the ground due to traffic. These instruments are designed for the measurement of the amplitude and periodicity of vibrations set up by vehicular traffic, and records are obtained of the vibrations in a vertical and horizontal direction to a magnification of 1,000. Both instruments are readily portable, and a vibration record can be obtained in a few minutes.

All these experiments were being carried out on behalf of the Ministry of Transport.

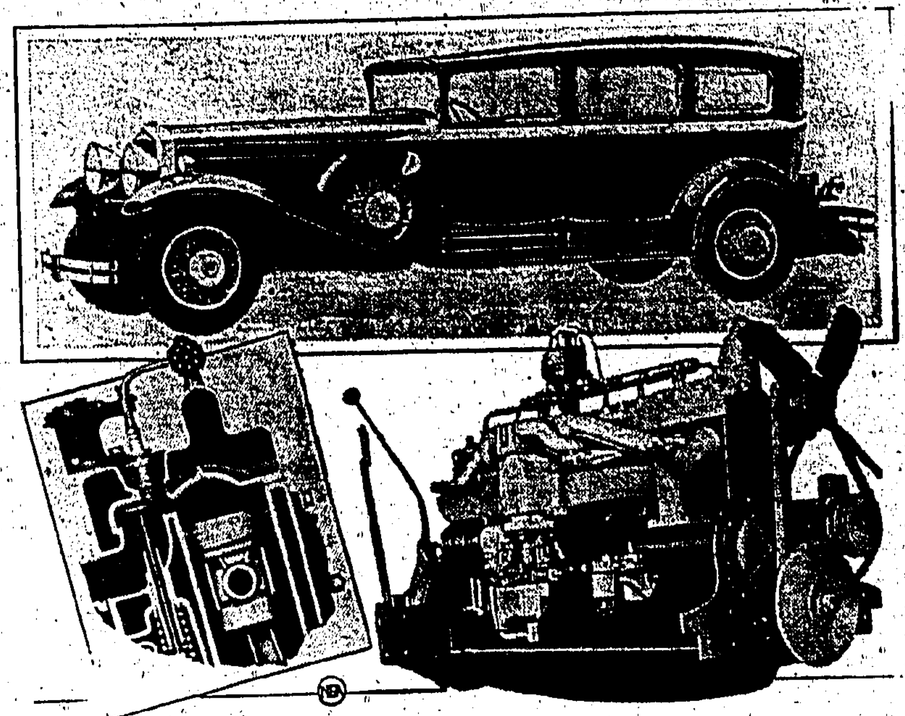
In the photometry division red rear reflectors for bicycles are tested for the makers or any private individual. The reflectors are set up at one end of a long photometric tunnel and illuminated by a motorcar headlight beam of 2,000 candle-power. The reflected light from the device is then compared with other red lights, which can be varied in intensity at the will of the observer.

Research into Alloys.

Gear research includes the study of the effect on the efficiency of transmission of power and on the life of gears, of the common errors which occur in practice in the formation of gear teeth.

Among the objects of interest in the metallurgy department mention may be made of specimens of new alloys representing some of the results obtained in recent researches on the production of materials for use at very high temperatures. The development of the modern internal-combustion engine has created a strong demand for metals and alloys capable of standing relatively large forces at high temperatures, and this requirement is now being met to a remarkable degree.

MARMON BIG EIGHT HAS MANY NOVELTIES.



The new "Big Eight" that is being introduced in various cities of America by the Marmon Motor Car Company of Indianapolis completes its series of eights covering all price classes. This Big Eight, in the highest price class, includes such innovations as a 125-horsepower straight eight engine, four-speed transmission, double-dome type cylinder head which is pictured at lower left, equalized mechanical brakes with enclosed cable linkage, a duplex carburetor with double down-draft manifolding as shown in the picture of the engine at lower right, rubber-hubbed clutch to replace springs, three adjustable interior visors. The bodies are luxuriously furnished with the latest developments in design and comfort. The car shown above is a five-passenger sedan.

GERMAN VENTURE.

Gen. Motors' Plans.

NEW CAR MOOTED.

General Motors' plans for the production of its first European car probably will mature before Christmas.

Since the American Corporation bought a controlling interest in the German Opel Automobile Works for £6,000,000 its designers and engineers have been busily preparing a new product for the German market.

This vehicle is likely to be in the light-car class, but larger than any current Opel. Present indications are that it will be a 25-h.p. machine, and will be sold, in Germany, for about £90 with a sedan body.

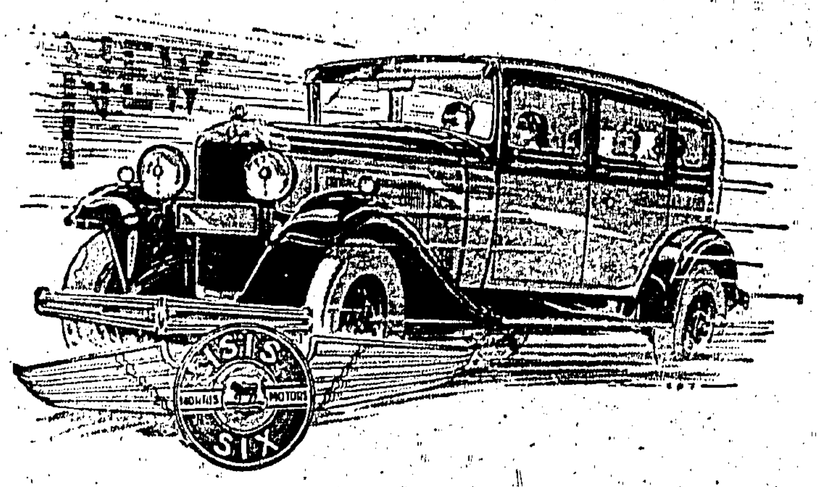
It will replace the present 20-h.p. Opel car, which now costs £100.

BRANDED BY LIGHT.

Because mass production makes so many cars in the one mould, owners sometimes have difficulty in finding their own vehicles in a car park at night.

This thought led to the invention of an identification lamp by an English mechanic.

It is a small, rectangular lamp, with two semi-opaque faces, on which an owner may have painted his initials, crest, or emblem. Fixed to any convenient place on the car, it becomes a beacon to guide the searcher home.



This Isis Six!

THIS embodiment of swift and tireless energy—an inspiration of fine coachcraft and perfect travel-ease; eager, smooth-flowing power, ready response to handy controls, charming cellulose colour harmonies, world roadability; in fact all the most exacting could desire is yours in this sparkling, up-to-the-minute creation of the Morris Factory, greatest in Europe.

Eighteen H.P. (R.A.C.) valve-in-head engine. Internal expanding hydraulic four-wheel brakes, one-piece creakless body and chassis construction, low hung, yet with ample clearance. High-gear performance from a crawl to the sixties.

Deliveries from Oxford, England, now being made. Ask your Dealer for a trial run. Your order placed now will ensure early delivery.

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25 Queen's Road Central. Tel. Central 4760.

PRODUCT OF MORRIS MOTORS (1926) LTD. CHAIRMAN: SIR WILLIAM R. MORRIS, BT.

ST. ANDREW'S BALL BIG SUCCESS.

BRILLIANT FUNCTION AT PENINSULA HOTEL.

CHIEFTAIN'S SPEECH.

The unanimous verdict of all attending St. Andrew's Ball at the Peninsula Hotel last night was that it was one of the most brilliant and successful funtions ever held under the auspices of the Society. There can be no two opinions that the break from tradition in changing the venue of the Ball was in every way vindicated. The Peninsula Hotel proved itself extremely well adapted for functions of this character, the artistic surroundings and the facilities for the comfort and convenience of guests adding materially to the enjoyment of everybody.

From the point of view of organisation, the arrangements were a tribute to the officials of the Society as well as the Hotel staff, whilst the decorations, simple but most effective, were the subject of general admiration. Whilst all associated with the organisation co-operated to ensure the success attained, a word of special praise is due to the Joint Hon. Secretaries, Mr. E. M. Bryden and Mr. J. S. Drummond for their untiring work.

Governor's Arrival.

His Excellency the Governor and his party, which included Lady Clementi, were met at the lift at the western end of the hotel by the Chieftain (Mr. A. H. Ferguson) and the Vice-Chieftain (Mr. K. E. Greig) and proceeded to the ballroom on the top floor, where they were met by the General Committee. Immediately on their arrival the pipers formed upon front of the party, and preceded by a kilted escort, and followed by the official party marched down the long corridor and into the ballroom. In the ballroom the pipers wheeled and faced the official party and finished their tune, after which the band struck up the National Anthem. The Chieftain then conducted His Excellency and Lady Clementi to the official dais, where he introduced Mrs. Ferguson.

The ball was then officially opened by the dancing of the Lancers.

Haggis Ceremony.

At the supper, the Loyal Toast to His Majesty was proposed by the Chieftain, and when it was honoured and a suitable interval observed the ancient ceremony of bringing in the haggis was carried out.

Borne by Mr. H. R. Forsyth, and preceded by Pipe Major Mackie the "great chieftain of the Pudden' race" was brought in. Behind it came Mr. G. Duncan, M.B.E., who filled the traditional office of Barley Bree Carrier. The dish was placed before the Chieftain, after which he rose and gave the Piper, Haggis Carrier and Barley Bree Carrier, a dram from the "quaich." When the three had been served the Chieftain himself took a dram, tilting and kissing the bottom of the cup to ensure "nae heel taps," after which he tendered it to His Excellency who drank in identical fashion. The gentlemen at the official table were then each served with a dram from the quaich by the Barley Bree Highlander.

The Chieftain's Speech.

An interval was then observed after the serving of the brie, at the conclusion of which the Chieftain rose to propose the pious and Immortal Memory of St. Andrew. Mr. Ferguson said:

Your Excellencies, Ladies and Gentlemen:—Some of our previous Presidents on these occasions have been known to say at the outset how pleased they were to be allowed to speak. I'm going to be frank and inform you I consider this is the most unpleasant part of the duties, which the position carries. However as we say in Scotland:

"N'er claw yer lug, an' fo' back.
An' hum an' haw
But raise yer airm and tell yer crack.
Before them a'.

Well that's that. It so happens this year it is my privilege and pleasure on behalf of St. Andrew's Society to offer a very hearty appreciative welcome to all our guests who have honoured us with their presence here to-night. This is a night of nights for all Scots in the Far East—we are out to enjoy ourselves to the full but it will add materially to our mirth and jollification if we can see our guests reciprocating our mood and indulging in the same spirit of good fellowship which we extend to all on this St. Andrew's Eve.

Hotel Arrangements.

On behalf of our Committee I may be expected to offer an explanation if not an apology for inviting our guests to travel so far to give us the pleasure of entertaining them but, I trust the very satisfactory arrangements the hotel management has made for us will remove any misgivings they, or our own members may have had, in coming here rather than to the City Hall. Obviously the hotel finds it much easier to attend to the catering in a manner in keeping with their reputation, when they can do so from their own premises. I cannot see we have lost anything by having at our disposal the two beautiful dance-rooms upstairs and while it may be a wrench for some to tear themselves away from the custom and tradition of the City Hall, I trust they will get over it before the evening has gone very far. I can assure them the Whisky's the same.

It is usual for something to be said about the St. Andrew's Society. Personally I feel its continued vitality is due to the splendid organization and to the co-operation it receives from its members. The support we receive is in full evidence to-night. Charity in aid of indigent Scots is a strong side of its duties but probably Scottish tradition, the get-together spirit—the personal contact which it inculcates, the clanishness, are all elements to keep the Society in a strong healthy state. But if we go deeper into things we shall find, it is our love for, and pride in, our native land that holds us together.

The K.O.S.B. Thanked.

In this connexion it may not be amiss to refer to the assistance in many ways the Society has received from our Scottish Regiment the K.O.S.Bs. We have always found the Commandant and Officers ready to oblige us at our functions and the quick ready response by the rank and file has always been highly appreciated. Our only regret is they are leaving so soon. We thank them very sincerely for what they have done for us and our best wishes will go with the Regiment to India.

Another military band, the Society has, is the Scottish Company of the Volunteers, of whom we have every reason to be proud. To compensate for the loss of our Scottish regiment I sincerely hope the strength of the Company will show a tendency to increase.

We have a large gathering of Scots here to-night and I would like to take advantage of this, probably the only opportunity of expressing on behalf of the St. Andrew's Society, our extreme regret at the departure from the Colony before many moons of H. E. Sir Cecil Clementi. On his arrival here as Governor our boycott troubles were still with us and we, as civilians, may know little of the anxious times he has passed through and of the difficult problems which have been satisfactorily dealt with during his term of office. Some of us do know however how sympathetic and approachable His Excellency has always been in all matters affecting the Colony. We wish him the best of luck in his new surroundings and although we realise His Excellency will have a large territory to administer with probably greater responsibilities we trust affairs will run smoothly and his new appointment be in the nature of a rest after his trying and exciting experiences in Hongkong.

Rather than spend the time reading telegrams received from various points I have requested that they be exhibited on a board outside and those interested will thus be able to see the congratulatory messages the Society has received.

I now ask you all to rise and drink in silence to the toast, the pious and immortal memory of St. Andrew.

LATEST TENDERS ACCEPTED.

WIDENING LOWER PART OF GARDEN ROAD.

ROAD MAINTENANCE.

The *Gazette* announces the acceptance of the following tenders:

Mr. Lai Fuk, $4,091.50 for widening Garden Road, lower portion adjointing Murray Barracks.

W. S. Bailey & Co., Ltd., $1,220 for repairs to No. 3 Fire Float.

Hongkong & Whampoa Dock Co., Ltd., $3,500 for repairs to No. 1 Fire Float.

Messrs. Tung Shan Co., of 7, Wood Road, $885.80, for painting roof of Queen's Pier.

Messrs. Sang Lee & Co. for maintenanance, etc. of roads, etc. within the City of Victoria during the year 1930, at 20% more than the Government schedule of prices.

Mr. Lai Fuk for maintenance, of roads, etc. without the City of Victoria during the year 1930, at 38% more than the Government schedule of prices.

Messrs. Foo Loong & Co., for maintenance, etc. of roads, etc. in Kowloon and New Kowloon during the year 1930, at 18% more than the Government schedule of prices.

Messrs. Yeung Fat & Co. for maintenance, etc. of roads, etc. within the New Territories during the year 1930, at 20% more than the Government schedule of prices.

Messrs. Chung Yee & Co., 8% more than schedule rates within Hongkong Harbour limits and 30% more than schedule rates outside Hongkong Harbour limits, for maintenance and repairs to sea and quay walks, piers and other sea works, including the construction of minor extensions during the year 1930.

Messrs. Yeung Fat & Co. for the supply of labour and material for the Chinese Cemeteries in Hongkong and Kowloon during the year 1930.

CHINA COMPANIES LEGISLATION.

MAY KEEP REGISTERS IN BRITISH POSSESSIONS.

SHANGHAI REQUEST.

There is shortly to be introduced in the Legislative Council an Ordinance to amend further the Companies Ordinance, 1911.

The main object of this Bill is to enable China companies to keep branch registers in the United Kingdom or in any British possession, although they carry on no business in the place where the branch register is to be kept. This privilege was asked for by some very prominent members of the Shanghai mercantile community and the proposal has been approved by the British authorities in China and by the Secretary of State for the Colonies.

This amendment is effected by section 3 of this Ordinance, which is based on section 37 of Ordinance No. 155 (Companies) of the Ordinances of the Straits Settlements. That precedent has been departed from in one respect. The section in the Straits Settlements Ordinance gives power only to keep a branch register "of members resident in" the place where the branch register is kept. This would appear to be an undesirable limitation, as it would be difficult to ensure that the shares on the branch register should always be held by persons resident in the place where the register was kept, especially as residence is sometimes a difficult question.

Section 2 of this Ordinance gives statutory authority to a practice which already exists in Hongkong and which is obviously necessary. It provides for the list of authorised auditors being divided into two parts, one for persons qualified to audit accounts kept in English and the other for persons qualified to audit accounts kept in Chinese.

It may be mentioned that an order of His Majesty in Council made on the 5th July, 1929, enables companies registered in the United Kingdom to keep branch registers in China. This Order in Council was published in the London *Gazette* of the 12th July, 1929, and in the Hongkong *Gazette* of the 30th August, 1929.

SHANGHAI TREMORS.

CAUSED BY BLASTING, NOT AN EARTHQUAKE.

Shanghai, Nov. 29.

Consternation reigned in various parts of Shanghai as a result of a distinct tremor throughout buildings on the waterfront.

Many thought that the shock was due to an earthquake and rushed in all directions along the Bund seeking safety.

They were pacified, however, when they were informed that the tremor resulted merely from the blasting operations on the s.s. Yuen Lee, which lies sunk in the river near the Bund Gardens.

Solid concrete buildings along the Bund felt the shock while sampan men obtained a windfall of fish killed by the shock.

The blasts on the preceding days had been indistinct.—*Our Own Correspondent.*

LAND RESUMPTION AWARDS.

POWER TO LIMIT THE TIME FOR INTEREST.

NOT INDEFINITE.

The *Gazette* publishes the draft of an Ordinance to amend the Crown Lands Resumption Ordinance.

It is explained that Section 16 of the Crown Lands Resumption Ordinance, 1900, provides that compensation and costs awarded under the Ordinance "shall bear interest at the rate of eight per cent. per annum from the date of resumption of the land until payment."

"It is reasonable that the former owner of land resumed under the Ordinance should receive interest during such period as he is kept out of his land and also out of any compensation in respect of the land. It is, however, not reasonable that this interest should run on indefinitely, and that the inaction, or intentional delay, of the person entitled to the compensation should oblige the Crown to go on paying interest indefinitely."

Apparently the effect of the Ordinance is that the claimant can make the interest run on indefinitely by simply not demanding payment.

The object of this Ordinance is to fix a time after which the interest will not run. It provides that when an award is made a *Gazette* notice shall specify a time within which the compensation is to be paid. If the claimant fails to apply for the money within that time, it will be paid into the Treasury and will cease to bear interest.

THE EVOLUTION OF AN AMAH.

(Continued from Page 8.)

"And you," she asked at last, when she had finished feeding cakes to her precious son, "are you still doing newspaper work?"

I had to confess that I was still toiling.

"But of course," said she, condescendingly, "you have no man child."

As we talked I gradually realized that Wang Yu-kuei had not come into a fortune after all. Her satin gown was cotton-backed, her jade and pearls were imitation. But they gave the effect of the luxuries she so greatly enjoyed and it was evident that my former amah was now a cherished, pampered wife. Her husband had had no son by his first marriage, and this wife and her man child were the apple of his eye. To all purposes, Wang Yu-kuei was now very rich and very proud—as none had better right to be.

I ordered some more cakes to be wrapped up for the baby. I admired his cap embroidered like a tiger's head (Wang Yu-kuei was always very handy with her needle), I attempted to play the phonograph for his further delight, for Wang Yu-kuei's chief interest in this visit was to show her child the marvels of the foreigner's house. But the voice in the box was an unfortunate selection. The little man child became frightened and began to cry, so that his mother picked him up in her arms and bade me farewell.

Feeling very poor and very humble, I went back to my typewriter, and to my arrangements for engaging a new amah. —D. G. in the *Christian Science Monitor.*

"I'm trying to get finished in time to go to that lecture on the modern woman's freedom."

The Very Idea!

An island—Burgh Island, near Plymouth—has been bought for conversion into a holiday retreat by Mr. Archibald Nettlefold, the wealthy theatrical impresario.

The purchase of the island, where he is enlarging and modernising as an hotel a house in which Chirgwin, the white-eyed Kaffir lived, is the latest enterprise of one of the most remarkable personalities connected with the London stage.

Not only does Mr. Nettlefold find the plays he presents at his theatre, the Comedy—he has just revived "Secrets"—but he engages his own casts and also surpervises the productions.

When he is not doing this he is at his film studios at Walton-on-Thames, making pictures like "The Silent House," which is now to be followed by talkies.

With these ventures he combines the running of a sandwich and salad bar off Oxford Street, and an old-world restaurant at Wrotham.

The latter is on his large estate in Kent, where he farms at weekends and breeds prize bulls. "I have been a farmer for 30 years," he stated recently.

* * *

Conjurer: "You saw me put the watch in the handkerchief?"

Small Boy: "Yes, sir."

Conjurer: "You can hear it ticking?"

Small Boy: "If . . . if you please, sir, my watch hasn't been going since I dropped it."

* * *

Midland Magistrate—How much a week do you consider your wife is worth? Husband—Half-a-crown.

Solicitor at Willesden to a man—You have a difficult temper, have you not? Magistrate—We all have at times.

Chairman at Kingston—What did you see of the attack? Woman—I saw the defendant leave off hitting the girl.

Willesden Magistrate, in a case of dilution of spirits—Was the quality good? Solicitor—So far as the added water was concerned I believe it was quite good.

* * *

Passenger: "What's the matter, guard?"

Guard (tired of answering questions): "A signalman up there has got red hair, and we can't get the engine to pass his box."

* * *

(A child's sense of humour is one of the most elusive things in creation, says Lady Ingram.)

Once I thought youngsters were
easy to entertain,
Playfully simple and ready to
smile,
That's when I blandly cried,
"Puff-puff," and sent a train
Once round the table, and called it a mile.
Then, in a moment of sheer imbecility,
Dressed in a hearthrug, and
panting for air,
Ready to drop from unwonted
agility,
Tried to persuade them I looked like a bear.
Still I was greeted with mirthless
ingratitude;
"Sounds from the farmyard"
were equally vain;
Vanquished, I fell down the stairs
—and my attitude
Moved them to laughter and
"Do it again!"

* * *

"Flag of truce, Excellency."

"What do the revolutionists want?"

"They would like to exchange a couple of generals for a can of condensed milk."

* * *

"The parents of this dog," said the fancier, proudly, "were never beaten."

"Dear me!" exclaimed the lady. "What well-behaved dogs they must have been. I'll take it."

GARRISON NEWS.

EXCHANGE OF STATION ANNOUNCED.

Lt. W. A. F. Mockler, R.A.O.C., who has been Ordnance Equipment Officer in Hongkong since April, has exchanged stations with Lt. G. W. M. Smith, R.A.O.C., who has carried out the same duties in Shanghai.

Mr. Mockler will be returning to a station with which he is familiar, he having served there prior to obtaining his Commission early this year.

Football.

Quite an interesting game was played at Sookunpoo yesterday afternoon, when the combined R.A.S.C. and R.A.P.C. team met the Tamar—a side mostly composed of Marines—in a friendly match. The Service Corps were unfortunate to lose by the odd goal in three. Teams:

R.A.S.C.—Ormrod; Lieut. Courtis, Hamer; Carter, Lyons, Lt. Dean; Cole, Twelves, Corbesley, Lewis, Fry.

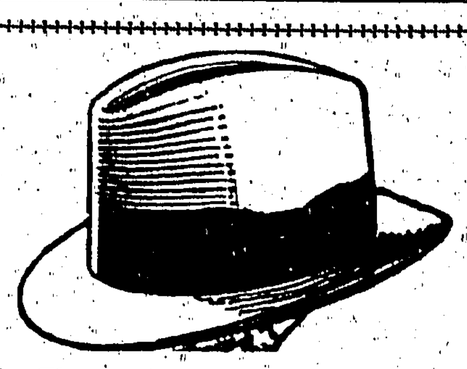
Tamar.—Hampson; Mr. Bunker, Brown; Sullivan, Sheridan, Johnson; Butler, Mann, Carson, Lake, Beer.

Navy Match.

An Inter-part Ship's Friendly Match was played at Caroline Hill yesterday afternoon, between the Marines and the Stokers of H.M.S. Kent, the former being beaten by three goals to one. Teams:

Marines.—Silby; Frost, Taylor; Palmer, Huntley, Escott; Clarke, Wallace, Wakefield, Buxton, Horton.

Stokers.—Phillips; Thomas, Alexander; Luff, Phillips, Rowlands; Paterson, Campbell, Steyenson; White, Rose.



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In thes NEW SEASON'S HATS this distinction is fully emphasised both in the smart dressy hat with the beand edge, or with the snap brim, with is very popular just now.

Both styles are on show from $13.50 each and inspection is invited by the

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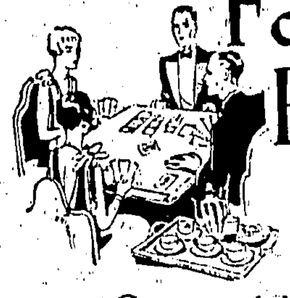

For the Bridge Party

Cut some stale bread into thin slices and fry in butter until they are crisp; cover them while still hot with some finely-grated Gerber's Petit Gruyère Cheese and spread with a little mustard. Garnish with slices of gherkin. This makes a delicious savoury.

Gerber's Gruyere Cheese

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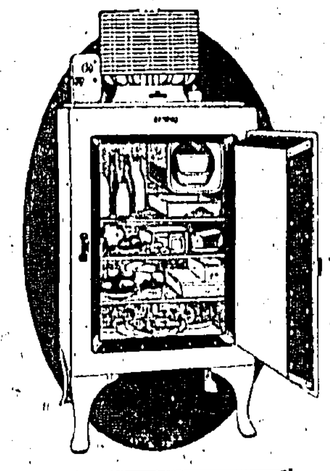

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NAVAL YARD OFFICIAL RETIRES.

MR. B. G. QUICK'S 44 YEARS WITH ADMIRALTY.

A pleasing function took place in H. M. Naval Yard yesterday when the Principal and Superior Officers of that Establishment gathered to bid farewell to Mr. B. G. Quick, Expense Accounts Officer, who was sailing for Sydney later in the day on his retirement from the Admiralty service.

In making a presentation to Mr. Quick, on behalf of his colleagues, Mr. S. R. Tickner, Chief Constructor, stated the occasion was somewhat unique, as it was very rare that a Principal Officer retired from the Admiralty service, whilst serving away from England. He felt sure that he was voicing the opinion of not only the Officers gathered there that morning, but indeed that of the whole of the staff of the Naval Yard, when he said Mr. Quick was making a most graceful retirement from the Civil Service, in that he was leaving nothing but pleasant memories behind him and the sincere regrets of everyone that he was going. Mr. Quick has completed forty-four years' Admiralty service having entered H. M. Dockyard, Chatham, as a boy in 1885 where he remained until 1898, after which eleven years service at Malta followed. From Malta Mr. Quick proceeded to Australia where he served for twelve years, returning to H. M. Dockyard, Devonport, in 1921.

In 1922 he was appointed to Hongkong where he remained until his retirement and whilst the Admiralty regulation proved him to be old in years he was actually a surprisingly young and fit man in spite of his long service, and would long be remembered for his unfailing courtesy and spirit of good fellowship. The regrets at parting with Mr. Quick were somewhat tempered by the knowledge that at Sydney he would be rejoining his wife and family, and in asking Mr. Quick to accept a pair of Ross binoculars as a memento of his stay in Hongkong, he wished both Mr. and Mrs. Quick long life and good health in the holiday that lay before them, a holiday which had been well earned.

Mr. Quick suitably replied.

THIS AFTERNOON'S RACING.

SOME EXCELLENT SPORT FORESHADOWED.

[By "Ringtail."]

Another very promising card will be submitted at the Valley this afternoon, when the Hongkong Jockey Club will hold the ninth extra race meeting.

Some polished performers will turn out in the handicap events, whilst the St. Andrew's Stakes, which is the main race on the card, will attract a small field of our best stayers.

The stands are well on the way to completion now and visitors will be pleased at the number of improvements which have been introduced since the last meeting.

The track has been widened at the bend which should certainly mean a marked improvement at the big meeting.

There will be no shortage of riders to-day, although six of our local jockeys will be unable to participate.

The first race will start at 1.30 p.m. so that visitors will have to be on hand earlier than usual.

My selections are:

First Race.

1. Pink Ticket.
2. Nugget.
3. King's Parade.

Second Race.

1. Boxing Eve.
2. Chesapeake Bay.
3. King's Counsel.

Third Race.

1. Armony.
2. Fanling Stag.
3. Cavalier.

Fourth Race.

1. Triumphant Stag.
2. Fifty Fifty.
3. King's Falloch.

Fifth Race.

1. Hiawatha.
2. Christmas Chimes.
3. One Third.

Sixth Race.

1. San Francisco.
2. Tarmacadam.
3. Mount Elbur.

Seventh Race.

1. Thunderbolt.
2. Fifty Fifty.
2. Buster.

Eighth Race.

1. Dark Eyes.
2. Sunloch.
3. Pumpkin.

Ninth Race.

1. Winsome Stag.
2. Majestic Hall.
3. Duke of Chantilly.

KOCHOW SOLD.

GOOD PRICE PAID FOR RIVER STEAMER.

About a fortnight ago, the s.s. Kochow, of the Hongkong-Wuchow run, was taken in hand by the Kowloon Dock for overhaul and repairs. She left the dock two or three days ago and was yesterday sold at the China Auction Rooms to Mrs. Chan Yuk-hing for $60,000.

Before the sale, Mr. E. V. M. R. de Sousa, the auctioneer, informed those present that as the Kochow had just come out of dock, she was in excellent condition. For the convenience of the purchaser, the European officers had been retained and their salaries had already been paid. Mr. Sousa added that the dock charges were also paid.

The upset price was announced as $55,000, with a minimum bid of $1,000, but as no offers were forthcoming was reduced to $45,000.

Bidding was confined to only two persons, a man and a lady, the vessel being knocked down to the latter at $60,000.

The Kochow is a steel single screw river steamer with a gross tonnage of 556.99 and a nett tonnage of 349.80. She has a length of 150.4 feet, a beam of 25 feet and a depth of 9.6 feet.

Until a month or so ago, she was running regularly between Wuchow and Hongkong, the last in command of this vessel before she was laid up being Capt. Manners.

The vessel now lies at Shamshuipo ready for sea.

LOCAL RADIO.

MUSICAL PROGRAMME FOR TO-NIGHT.

A number of the latest musical numbers will be broadcast to-night, among them an organ solo by Terance Casey at the Tivoli Theatre, London. Four items played by the Regimental Band of the Grenadier Guards will also be heard.

On Sunday the feature of the morning programme will be Mass and Benediction, with a sermon preached by the Rev. Father Byrne, S. J., at St. Joseph's Church.

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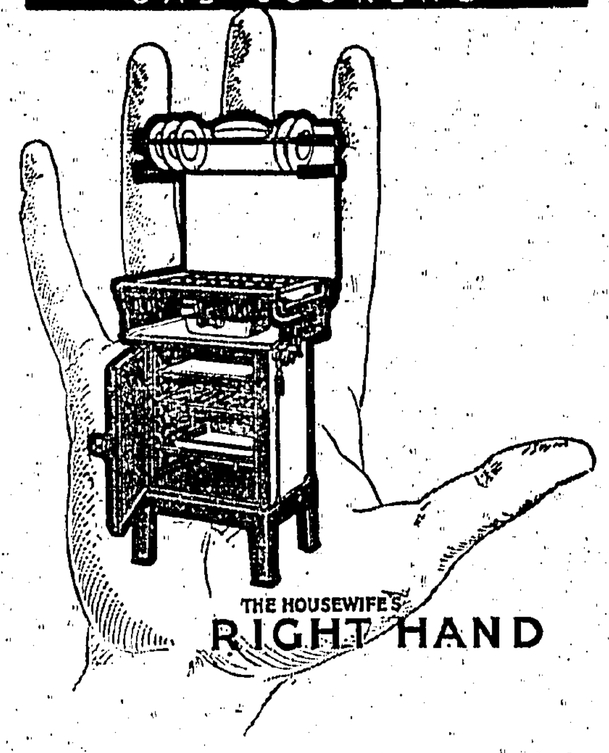

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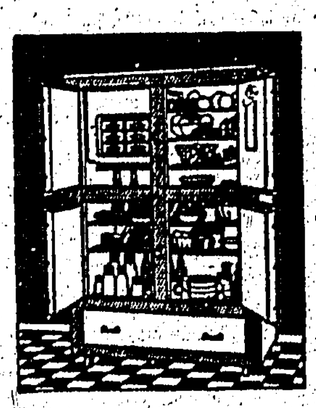

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SHANGHAI. HONGKONG.

MARSHAL FOCH.

(Continued from Page 6.)

miration for Clausewitz ("There's a man!" he would say of him), who himself fought against Napoleon and based his treatise on the object-lessons in the moral aspects of applied strategy given by the master to his enemies. In Foch's dictum that "There is no salvation outside the offensive," the matter, if not the manner, of Napoleon's central doctrine is manifest.

Economy of Time.

How sedulously he lived up to the Napoleonic maxims is shown by his economy of time in military operations. "Ask me for anything but time," said Napoleon, and Foch honoured this saying by sending orders of instructions direct to subordinate commanders and not through their superiors whom, however, he always informed of the action he had taken. Though a rather disconcerting habit according to British ideas, as Sir George Aston observes, it certainly saved time, that priceless commodity in warfare.

Again, he always saw the war as a whole, and knowing that the decision must come on the Western front, strongly objected to the diversion of necessary reserves to minor theatres of war—the folly of wasting force in "small packets."

After many set-backs (including the period when, despite his services at the Battle of the Marne, which moved Lord Roberts to praise him as a truly great leader, he was side-tracked owing to the intrigues of interfering politicians) destiny—that is, his character—gave him the reward he deserved. For the last phase of the war, beginning with the great German offensive which created a huge central salient to be attacked on both flanks, enabled him to fight and win what was in strategic form a Napoleonic battle on a scale more colossal than Napoleon could ever have dreamed of.

The Crowning Mercy.

The profoundly religious nature of Foch is well brought out by his biographer, who sees in it one of the "imponderables" that count for so much in the final summing up. During the confusion of ideas and ideals caused by the Dreyfus Case and its consequences, when a black mark was put against the name of every officer in the habit of attending Mass, Foch would not veil his religious opinions and was for that sole reason deprived of his post at the Staff College.

When Clemenceau offered to appoint him Director of the *Ecole de Guerre*, he said: "Thank you, but you are doubtless unaware that one of my brothers is a Jesuit." "I know that," said Clemenceau, "but I don't care a damn! You will make me good officers; that is the only thing that matters." Valentine, Foch's native town, was the home of many miraculous traditions, and in his youth he experienced that spell of spiritual stress which is closed by "conversion," as the term is.

The victory of the Allies was to him a crowning mercy, the decision of Heaven. Sir George Aston describes his work in the final test of character with a brilliant brevity which omits nothing of vital consequence. He was never generalissimo in the full sense of the term. He was never authorised to give any orders he liked to the Allies' generals; he could not even order them to attack, which comes within the sphere of tactics. "Each Commander-in-Chief," according to the actual words of the decision arrived at by the Beauvais Conference, was to exercise in full control the tactical conduct of his Army, and had the right to appeal to his Government, if, in his opinion, his Army found itself placed in danger by any instructions received from Marshal Foch.

Inspiration.

But he could get what he wanted done by inspiration, by the confidence his character inspired, better than others could by means of definite orders. His loyal support of Haig, when Lloyd George was *très monté* against the British Com-in-Chief, was an important moral factor in the operations which prevented the separation of the French and British Armies and the taking of the Channel ports, and in the end brought about the collapse of the German campaign.

If his own power to act was limited, his liability to be called to account was unlimited. The politicians were always ready to select scapegoats. A scandalous example was shown in the treatment meted out to Sir Hubert Gough, the Commander of the Fifth Army, with whose handling of his inadequate force against tremendous odds no fault could be found, and an earlier one was seen on the French side when Mangin was made the scapegoat for the Nivelle disaster of 1917. Clemenceau, who was above scapegoat making, put the latter injustice right when, at Foch's suggestion, he received the command of a corps in July, 1918.

Plutarchan Anecdotes.

The book is full of little stories which illustrate Foch's character in lightning-flashes, like those told by Plutarch of ancient commanders. He had a great love and admiration for the British soldier. When, though in very failing health, he attended the unveiling of the Marne Memorial last November, he inspected the Guard of Honour of a hundred British soldiers with the greatest interest, stopping opposite every man and asking questions about a good many of them. He thought that no Frenchman should ever forget what he owed to his British comrades-in-arms. ... had his limitations; he did not understand the part played by the British Navy, which he once said was not worth a bayonet.

When the question was raised as to what was the smallest number of troops the British Government could usefully send to France, there was a flash of Foch's genial wit. He gesticulated, held up one finger, and said: "One soldier. I will see that he is killed at once, and then the whole British Empire will come to avenge him!" With his special friend "Henri" (Sir Henry Wilson) he would unbend and gossip freely. They used to change caps and walk up and down the room talking and chaffing.

His style of writing was not precisely classic, but when a critic said some expression was not perfect French, he replied: *"Je m'en f. . . , je suis de l'Academie."* His relations with Weygand, his perfect Chief of Staff, are well described; he would refer inquirers to him, saying *"Weygand, c'est moi."* He had no time for time-wasters. When a timid liaison officer came to him and said: "My general . . . er . . . er . . . er . . . I come . . . , er—" he briskly replied: *"Bon, allez!"* and the poor fellow had to *aller* back to Verdun.

These and many other stories illustrating the Marshal's sincerity and simplicity, his kindliness and sense of humour, endear him to the reader. Sir George Aston's book, which is a masterpiece of its kind, is an impressive portrait of a truly great personality, who was equal to the most soul-searching of opportunities.

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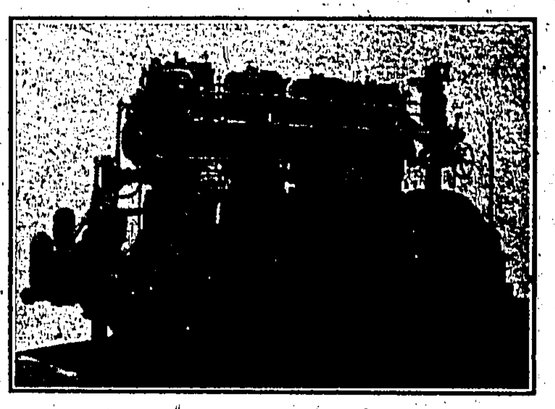

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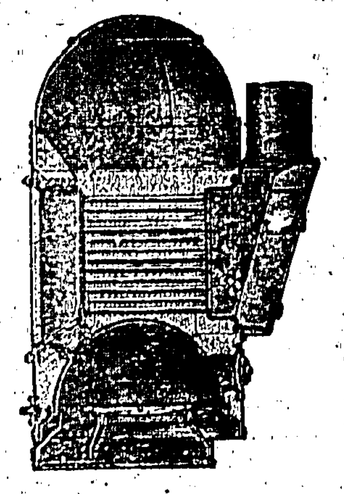

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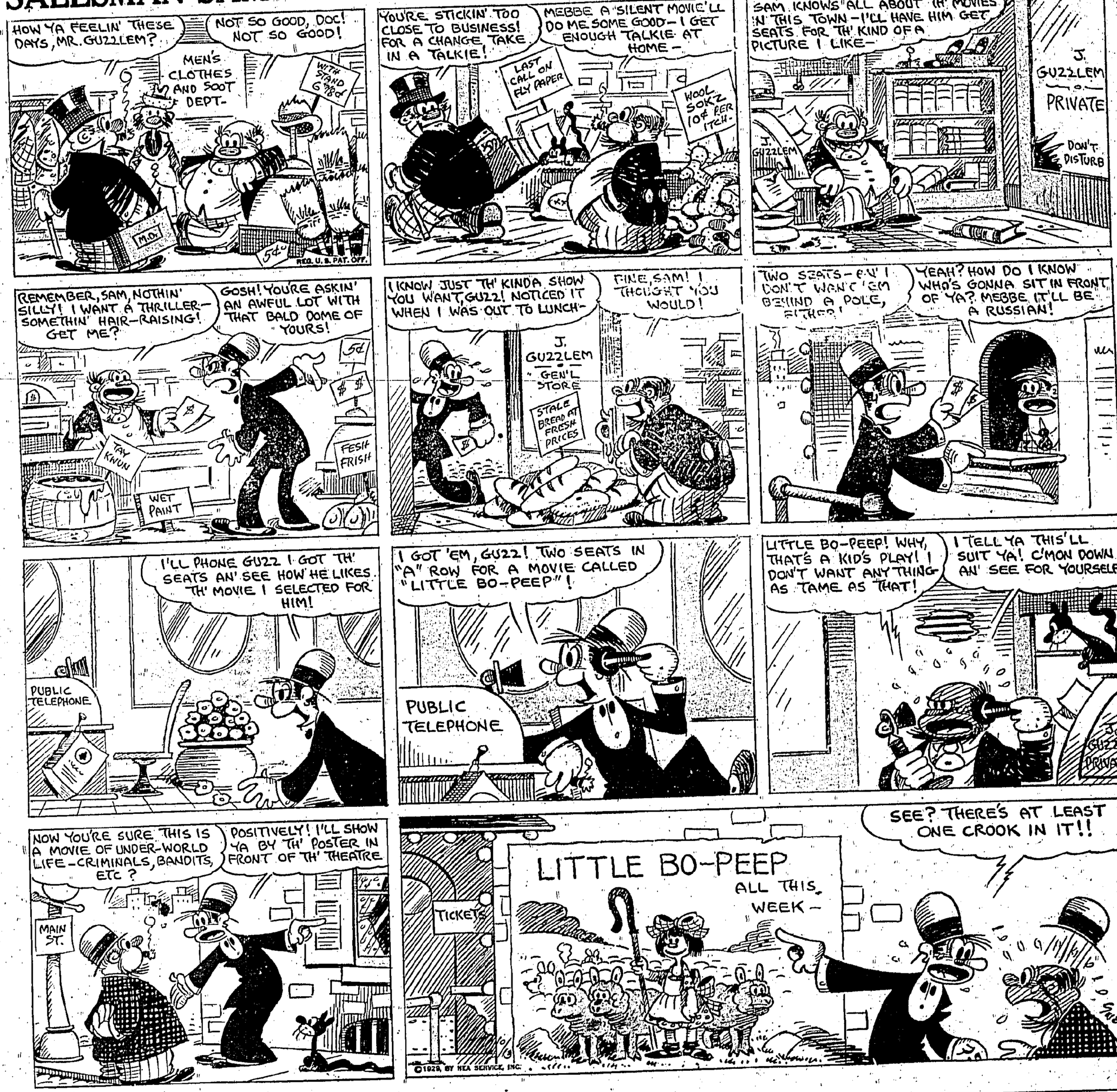

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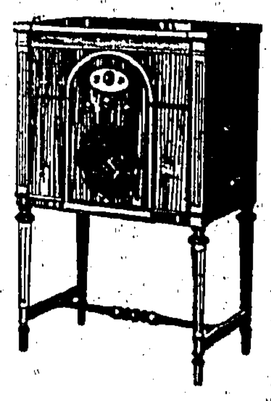

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The Avenging Parrot

by Anne Austin

SYNOPSIS.

Bonnie Dundee, through the influence of his uncle, Police Commissioner O'Brien, gets a job as detective under Lieutenant John Strawn of the homicide squad of Hamilton, and takes a room incognito at Mrs. Rhodes', boarding house to be near a Mrs. Emma Hogarth who has written the police for protection, charging her life and money are in danger, and throwing suspicion on Emil Sevier, former boarder.

Dundee at dinner meets Mr. and Mrs. Sharp, Daisy Shepherd, saleswoman; Walter Styles, proprietor of a small haberdashery; Norma Paige, his fiancee; Bert Magnus, an amateur scenario writer; Cora Barker, pianist in a local theatre; Henry Dowd, newsvendor out of work; Tilda Brown, new housemaid; and Dusty Rhodes, Mrs. Rhodes' worthless husband.

Dundee hears of Mrs. Hogarth's miserliness, that she is room-bound, and that she changes her will constantly to name a new favourite. Norma introduces Dundee to Mrs. Hogarth. He is able to chat with her only a few minutes on account of constant interruption by callers.

Dundee leaves her room about 11 and tells Magnus Mrs. Hogarth wishes to see him that night or the next day. Norma and Styles follow Dundee into Mrs. Hogarth's room. When the young detective returns at 12:20, he finds Mrs. Hogarth's door unlocked, and that she has been choked to death by a black scarf used to cover the cage of Cap'n, her parrot. Coroner and finger-print expert arrive and the investigation begins.

CHAPTER VI.

"Of course the first thing you're interested—in—is—how—long—she's been dead," Dr. Price, the coroner, said to Lieutenant Strawn. "It's pretty obvious she was strangled. No wound, I suppose?" and he bent over the body of Mrs. Hogarth.

"No sign of one." Lieutenant Strawn answered. "I'd like you to meet Mr. Dundee, Doctor. He's a new member of the homicide squad. Joined the force to-day and came here to board."

"Lucky to have him on the scene of the crime. Don't suppose you did it, young feller, to make a good case on which to win promotion?" the coroner chuckled.

Bonnie Dundee flushed. "I feel almost as responsible as if I had killed her, Doctor. As a matter of fact, I came here to live to protect her from—just this," and he made a despairing gesture toward the corpse. "I talked with her this evening. Left her alive and as well as usual a bout 10:45. When I returned f a private conference at about 1 :20—we'd been interrupted by v itors all evening—I found her dead. So of my own knowledge, death took place between 10:45 a d 12:10. I say 12:10 instead of 12:20 for it is obvious that the murderer ransacked the room after he killed her, and it must have taken him at least 10 minutes to get the place so completely upset."

"Hmm. You ought to make a good detective, my lad," the doctor remarked, his eyes twinkling. He was a lean, oldish man, about 55 or 60, with white hair.

"Heart trouble, high blood pressure, obesity caused by glandular deficiency," he diagnosed aloud. "Now, let's see—"

* * *

Dundee turned his back while the coroner made further examination of the body. He was thinking of how very much alive the poor woman had been two hours ago, and he raged against himself for having let this thing happen to her. She had been so zestful of life, though she had almost lost the use of her great body. What if she had been erratic, a miser, "mischievous," as Daisy Shepherd had expressed it? What if she had created enemies by changing her will so often, had aroused the passion of greed in her fellow-boarders by keeping her money in her room? She had committed no crime, she had meant to reward kindness. . .

And that thought brought Bonnie Dundee crashing against a realization he had been keeping at bay since he had said so glibly, "Of my own knowledge, death took place between 10:45 and 12:10." The person who would benefit most by Mrs. Hogarth's death, provided she had not been robbed, was Norma Paige. And Walter Styles had been running to call upon Mrs. Hogarth at 10 minutes of 11.

Unconsciously, Dundee had been watching the swift, efficient work of the finger-print expert, directed by Lieutenant Strawn. Now Dr. Price's voice cut into his thoughts and fears:

"Well, Strawn, as near as I can tell you now, she's been dead about an hour. Let's see—" and he consulted his watch—"it's now 12:59. I figure that death took place between 11:45 and 12. Of course, it might have been a bit earlier—say 11:30—but I think not, judging from the—"

"All right, Dr. Price," said Strawn, "and thank you. You can take her away now. By the way, was her death a quick one, or is there any possibility that she lived awhile, seeing her murderer at work robbing her?"

"I'm fairly sure she died almost instantly," Dr. Price answered.

It was while the body was being removed by the white-clad ambulance attendants that Dundee, his eyes desperately roving to avoid the horrible event that was taking place, discovered the dead woman's keys. He caught a glimmer of reflected light beside the scattered papers near the desk, stooped and arose with a broken silver chain, to which were fastened by means of a little ring, three keys of varying sizes and shapes.

* * *

"Don't touch them till they can be finger-printed," Strawn cautioned, striding hastily to his side. "That round key is for the desk, I suppose; the fat one for the trunk, and this little gold one for—what?"

"The diary, I imagine. It has a lock clasp on it," Dundee answered.

"Well, if she kept it locked, it isn't locked now," Strawn discovered, lifting the top cover of the green-leather-bound book. "Have you finished with this book, Carraway?"

The fingerprint expert came toward them. "That? Oh, it's no use bothering with it! That pebbly leather wouldn't give us a recognizable print. Of course the inside pages would—"

"May I?" Dundee asked, and opened the book, turning the green-ink-written pages swiftly, by the very tip-end of them, to the page with the printed date, "Saturday, June 29." He uttered an exclamation: "Look! She was writing in it this evening, after all! Here is the entry—" But he stopped, the words dying away in his throat as his eyes took in the words which formed the last paragraph of the day's entry.

"Let me see!" Strawn commanded, bending over the book.

"As hot today as my future home will be; that is, if I get where some of my good friends expect me to," Mrs. Hogarth had written, with grim humour. "The moths and light midges are a nuisance. If that useless Dusty doesn't put my screen in Monday, I'm going to shake his teeth down his throat. Something very strange about his putting off that job, lazy as he is. I more than half believe E. S. or C. B. has bribed him to leave my window unscreened. It's been five years since I've had such a strong presentiment of disaster as I've had to-day. Wrote the police commissioner to send a plainclothes detective. I suppose he will laugh at me and let me die like a —"

The first part of the day's entry ended here, and undoubtedly had been written before the visit of Norma Paige and Bonnie Dundee. But it was the second page, marked "Later," which had made Dundee's heart lunge sickeningly.

"More trouble!" Mrs. Hogarth had written, waveringly, as if her hand had been trembling with rage or weariness. "Norma has defied me and got herself engaged to that fortune-hunter, Walter Styles. Told her I was going to change my will to-morrow. But oh, I don't know! I'm sick of meddling with other people's lives. I've got a lot of fun and excitement out of it, but now I wish I had never started the whole foolish business. The police aren't such fools as I thought them. They sent—"

* * *

The entry stopped abruptly on the incomplete sentence. Had she been interrupted by a knock on her door, or had her murderer entered noiselessly from the porch, by the low, unscreened window, and cut short the old woman's last communication to her diary and her life, at the same time?

"But why should he close the book?" Dundee puzzled aloud. "And here is her fountain pen, on the desk, not on the floor, where it would probably have dropped if she had been startled by an attack."

"Fine points, son," Strawn grinned. "But what I'm interested in is having a chat with Mr. Emil Sevier and with Mr. 'Dusty' Rhodes. Step outside and tell Wilkins I want him."

Dundee obeyed, finding the detective and Mrs. Rhodes talking together in low voices at the head of the stairs. A uniformed policeman was patrolling the hall, to see that no boarder made a bolt for the stairs. All doors were closed, but Dundee could imagine what excitement and terror lurked in each of those rooms.

"Wilkins," Strawn began, "I want you to get a list of all of 'Dusty' Rhodes' usual haunts from his wife, and send a couple of men out to try to round him up. Quick!"

"And Sevier?" Dundee dared question his chief.

"Oh, I set the machinery in motion to drag him in before I left headquarters," Strawn answered. "As Mrs. Hogarth admitted, the police are not such fools as some people think. The boys ought to be on his trail by this time. . . . And now, Dundee, I want you to hide yourself behind that screen —" and he pointed to a green burlap screen of three sections that concealed the stationery wash basin—"and listen in on the boarders' stories. Might as well make notes, too. Who has the room next door?" and he pointed toward the west side of the house. "Henry Dowd? All right. We'll have him in first."

(To Be Continued.)

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H. MORI, Manager.

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Reserve Fund	£ 4,000,000
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Empress of Canada	Sept 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Russia	Sept 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
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LOCAL COMPANY'S AFFAIRS.

(Continued from Page 3.)

dates when such payments were made and by and to whom they were made?

A.—Dates of repayment are shown in the statement referred to in reply to No. 10. The records do not show by and to whom they were made.

Q.—In cases where such payments were not made, what steps have been taken by the Directors or by the Liquidators against the borrowers? If no legal steps were taken to recover the loans, can you state the reason or reasons why such steps were not taken either by the Directors or by the Liquidators?

A.—The Liquidators sold such securities as were realisable, and have endeavoured to collect what they could from debtors. Legal steps have not been taken to recover loans as the Liquidators are satisfied it would be a waste of money. The Liquidators are endeavouring to compromise with debtors where possible rather than take extreme measures because, in their opinion, it will be more beneficial to the company.

Replying to another question by Mr. d'Almada as to what loans were recovered by the banks themselves, Mr. Seth said that shares were deposited in one, two or three banks and were sold, the amounts received being accounted for to the Company. "In some cases we sold and the proceeds were paid into the bank."

Mr. d'Almada asked if it had been considered whether the majority of persons who had borrowed money from the Company were men of straw or not.

Mr. Seth replied that if their securities did not cover their loans, he thought it would be very doubtful if they could get much back. If Mr. d'Almada referred back to the December 1925 balance sheet he would see there was a reserve against doubtful debts of $350,000.

Mr. d'Almada:—That is right.

Mr. Seth:—That was provided for on the advice of the auditors, my firm.

Mr. Chung at this point referred to the Articles of Association pointing out that the Directors had power to borrow money for the purpose of the Company. Could it be thought that borrowing money and lending it out on shares was for the purpose of the Company? he asked.

Mr. Seth remarked that Mr. Chung was practically asking him to reply in a different way to question No. 8. He was not a lawyer and could not give a legal opinion.

Mr. Chung:—Well, I suppose I am.

Mr. Chung asked Mr. d'Almada if he had come across anything in the articles which gave the Directors that power.

Mr. d'Almada:—That is a different issue altogether.

Mr. Seth:—There you are!

Mr. d'Almada commented he did not think it was a fair question to put to Mr. Seth.

Mr. Seth:—Yes, I am not a lawyer and I don't pretend to be one.

Q.—Did any of the Directors (members of the finance committee) personally accept his share of responsibility for the loan and/or guaranteed the same?

A.—The answer is in the affirmative.

Q.—As the answer is in the affirmative, please give their names?

A.—Mr. Fred Ellis.

Q.—Please furnish us with a detailed list of all contributions made by all the Directors from time to time to the company from its inception to the present date?

A.—The list of contributions is open to inspection.

Q.—Grants from the Government were made to the Company in respect of Inland Lot No. 2454 and Inland Lot No. 2520 (extension) situate in Wongneichong in July and November 1924 respectively. Can you tell us the reason or reasons why the Directors did not build thereon, notwithstanding the fact that certain applicants for sites thereon had paid their respective premia therefor?

A.—I regret I am unable to ascertain why the Directors did not proceed with the development of Inland Lot 2454 and Inland Lot 2520 at Wongneichong.

Q.—Frederick Ellis, the managing director of the Company, had $80,000 worth of the company's shares and has been absent from the Colony since June, 1926. What steps have been taken by the Directors or Liquidators respectively to recover the first call of $1 per share due by him after the winding-up?

A.—No legal steps have been taken by the Liquidators to recover the first call of $1 per share due from Mr. Fred Ellis, the late Managing Director, as from enquiries they have made, his financial position does not warrant the incurring of heavy legal expenses. This attitude, I may add, has been adopted in consultation with the largest creditor.

Had No Power.

Mr. d'Almada said that that was not a full answer. Could Mr. Seth say if the Directors had taken any steps in the matter?

Mr. Seth replied that the Directors had no power, as, once a Company went into liquidation their powers ceased. There was no call before liquidation.

Q.—Will you kindly produce for inspection the agreement of October 18, 1923, made between Frederick Ellis of the one part and Denis Henry Blake, trustee on behalf of the company, of the other part, mentioned in article 3 of the Articles of Association?

A.—I have here a draft of the Agreement referred to and it is open to inspection.

Q.—Why was this agreement not registered with the Registrar of Companies when the Memorandum and Articles of Association were filed?

A.—There was apparently no necessity to register the agreement as it was adopted on the incorporation of the Company.

Mortgage Query.

Q.—Can you state any reason why a mortgage of $30,000 lent on the security of section "C" of Inland Lot No. 151 to one Mah Pak-mui was not registered with the Registrar of Companies as required by law and why the Liquidators have not, up to No-

(Continued on Page 15.)

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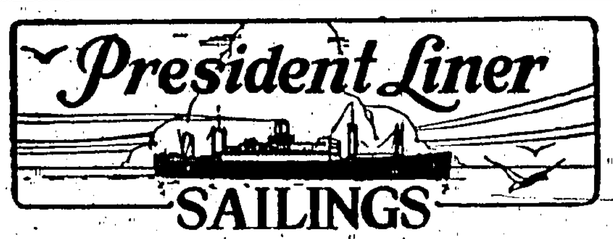

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No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th December, will be subject to rent.

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The rescue was compeleted before the Aberdeen lifeboat reached the scene.—*British Wireless.*

LOCAL COMPANY'S AFFAIRS.

(Continued from Page 14.)

vember 14, 1929, registered their names as such against the property at the Land Office?

A.—I do not know of any local law which requires a limited Company to register with the Registrar of Companies a mortgage deed upon which the Company has advanced money, and as the Liquidators hold the deeds relating to the property in question as mortgagees, it appears quite unnecessary to register their names against the property at the Land Office. The appointment of the Liquidators will be registered by the purchaser when the assignment of this property is executed.

Mr. d'Almada suggested that if Mr. Seth would investigate he would find that there was a law which required such to be registered.

Mr. Seth said that he differed, although it was a legal point, and a brief discussion ensued.

Q.—This mortgage was for a period of six months only. Can the Liquidators give any reason why the same has not been called in, or if the Liquidators have foreclosed or entered into possession by virtue of the powers under the mortgage, why was not the security realised?

A.—The mortgage was called in almost immediately after the Company went into liquidation, and the Liquidators have been in possession for some time and endeavoured to realise the security. I am glad to inform contributories that this property has now been sold for $29,000, completion to take place on January 18, next.

Mr. d'Almada:—That means that the Company will lose $1,000 on the principal lent?

Mr. Seth:—And interest. Still, we are lucky to get something.

Q.—Will you kindly furnish us with a list of shareholders who have paid the first call of $1 after the winding-up?

A.—Copies of the Liquidators' account filed with the Registrar of Companies have been forwarded to Mr. Leo d'Almada from which the information asked for can be obtained.

Q.—Will you kindly furnish us with the following information: (a) names of all Directors who were appointed from time to time since the formation of the company; (b) dates of such appointments; (c) dates when such Directors or any of them resigned or ceased to act as Directors by death or for any other reason?

A.—A list of Directors had been drawn up from the records of the Company, but owing to pressure of work in getting out the information necessary to answer these questions I have not yet had time to compare the list with the file kept by the Registrar of Companies.

Mr. d'Alamada pointed out that in the list drawn up Mr. C. E. H. Beavis was appointed on October 20, 1923, and ceased to act in November 1926.

Mr. D. H. Blake then acted for Mr. Beavis. Could Mr. Seth say how Mr. Blake was appointed without the qualification shares?

Mr. Seth said that he could not do so and when Mr. d'Almada suggested that Mr. Blake acted as a *locum tenens*, Mr. Seth agreed, explaining that there was provision for an alternative Director.

Q.—Were any shares belonging to the Directors above-mentioned transferred out of their names prior to liquidation?

A.—The answer is in the affirmative.

Q.—If so, please furnish the dates of such transfers and the consideration therefore.

A.—Dates of transfer are open to inspection but I am unable to state the consideration given.

Q.—Please also state whether any large blocks of shares (for instance, over 100) were transferred within six months prior to the liquidation?

A.—Blocks of shares of 100 and over were transferred within six months prior to the liquidation.

Architects' Fees.

Q.—What was the amount paid to the architects for surveying fees and for the lay-out plans in respect of Jardine's Look-Out?

A.—Judgment was obtained against the Company for $86,765, the architects eventually agreeing to accept $56,765.

Mr. d'Almada: From the records of the Company can you tell me if that actual amount has been paid already?—No.

It is still a claim against the Company?—Yes.

Q.—If such payment was made by virtue of any written agreement between the company and the architects, will you kindly produce the agreement for our inspection and perusal?

A.—The claim was admitted by virtue of a judgment and dividend paid on the amount agreed.

Mr. Seth:—I am sorry, but I have no agreement.

Mr. d'Almada said that was not a correct answer to the question. He wanted to know if any agreement was entered into between the Company and the architects before they were deputed to make a survey or draw up the plans.

Mr. Seth replied he had some correspondence, but it would take time to look it up.

Mr. d'Almada: You are not in a position to give that information at present?—No.

Q.—Please produce for inspection all contracts by intending shareholders to take shares of the company.

A.—I shall be pleased to produce for inspection all contracts signed by shareholders which are in our possession at any reasonable time.

Mr. A. Mackenzie, referring to question 12, said he understood from the answer that some of the loans had been repaid. Was there any record of who made the repayments?

Unpaid Loans.

Mr. Seth replied that he did not know who actually paid or received the money. It would simply be credited to the person in the books of the Company.

Mr. Mackenzie: Have all the loans been repaid?—No. I wish they had!

Mr. Chung said it seemed as though the shareholders who were being called upon to pay were enduring an unfair hardship. He would like to ask if Mr. Seth would be willing to assist the contributories by consulting Mr. d'Almada with a view to finding some means of redress if there were any such means, against the Directors.

Mr. Seth replied that he would be very pleased to assist the contributories in any possible way he could because his sympathies were with them. He could not, however, bind himself without the sanction of the creditors. They must all realise that the creditors came first. Mr. Seth continued he was sure that if he went to the creditors and said that he wanted to spend a certain amount of money to see if he could get some money out of the Directors, they would say "Do exactly what you like after you have paid us."

If, however, contributories would agree to put up a sum separately he would be most happy to assist them.

Mr. Chung remarked he did not know the correct procedure but there was a possibility that it would go into Court.

Mr. Seth replied that that was not so, as the company had gone into liquidation, and the creditors would have to be consulted. He was sorry he could not pledge the assets of the company for any legal expenses without the sanction of the creditors.

On Mr. Chung's suggestion, Mr. Seth agreed to interview the creditors with Mr. d'Almada, to find out exactly how they would regard the matter.

Mr. d'Almada said that as he had been referred to, he would ask Mr. Seth to consider the possibility or desirability of applying to the Court as a Liquidator for leave to commence such proceedings as might be rightly brought. Mr. d'Almada added he was asking Mr. Seth to consider the matter.

Mr. Seth—I will consider it, certainly.

The meeting then closed, Mr. d'Almada expressing thanks to Mr. Seth for the trouble he had taken to make the answers.

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are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 27th November.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd December, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 17th December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongong, 27th November, 1929.

RAILWAY COLLISION.

OVER THIRTY CASUALTIES IN JAPANESE SMASH.

Osaka, Nov. 29.

A coal train on the Chikuho line, proceeding to Kyushu, collided with a passenger train at Izuka this morning. There were over thirty casualties.—*Reuter.*

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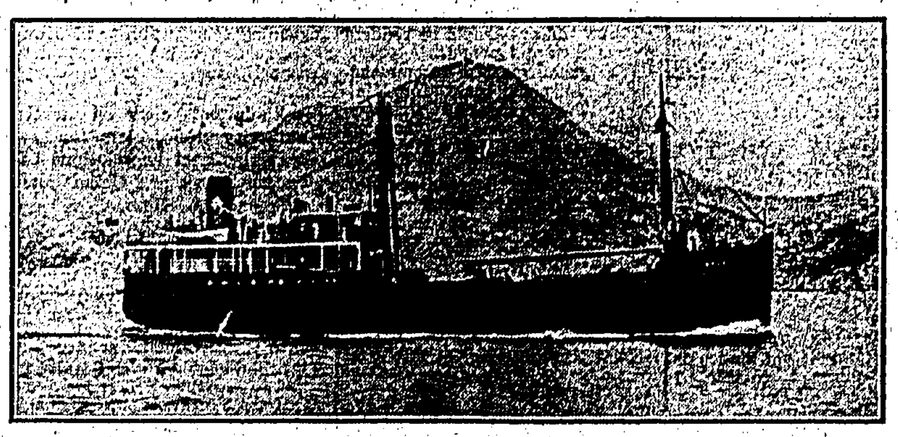

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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
RAWALPINDI	16,619	7th Dec.	Bombay, M'les & London
†BELTANA	——	14th Dec.	M'les, L'don, Hull, H'bg, R'dm, & A'werp
†ALIPORE	5,273	19th Dec.	Straits, Colombo & B'bay
MALWA	10,986	21st Dec.	Marseilles & L'don
†Cargo only.		*Calls Casa Blanca.	

Frequent connections from Port said for Passengers & Cargo to Constantinople Pyrous, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

*TAKLIWA	7,936	11th Dec.	S'pore, Penang & Calcutta
TILAWA	10,006	30th Dec.	S'pore, Penang & Calcutta
TALAMBA	8,018	31st Dec.	S'pore, Penang & Calcutta
TAKADA	6 949	14th Jan.	S'pore, Penang & Calcutta
TALMA	10,000	28th Jan.	S'pore, Penang & Calcutta

*Calls Rangoon

B. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	3rd Jan.	Manila, Sandakan, Thurs. Island, Townsville, B'bane Sydney and Melbourne.
NELLORE	6,853	31st Jan.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kulambugan, Tawao, Timor, Darwin, or other ports on route as inducement offers.

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The P. & O. Franch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London Via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TILAWA	10,006	6 Dec 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka
RAJPUTANA	16.563	7th Dec.	S'hai, Kobe & Yoko
TALAMBA	8 418	10th Dec.	Amoy, Moji, Kobe & Osaka
ST. ALBANS	4 500	10th Dec.	Moji, Kobe, Osaka & Yoko
TAKADA	6,949	24th Dec.	Amoy, Moji, Kobe & Osaka
*Cargo only.			

All dates are approximate and subject to alteration without notice.

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Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship	"GLENIFFER"	23rd Dec.
Motor Vessel	"GLENSHANE"	5th Feb.
Motor Vessel	"GLENGARRY"	5th Mar.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship	"RADNORSHIRE"	2nd Dec.
Motor Vessel	"GLENOGLE"	6th Dec.
Steamship	"GLENSHANE"	23rd Dec.
Motor Vessel	"GLENAMOY"	8th Jan.
Motor Vessel	"GLENGARRY"	17th Jan.

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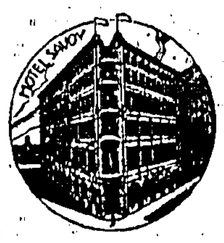

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Dinner-dance twice weekly.
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REINFORCEMENTS ARRIVE IN CANTON.

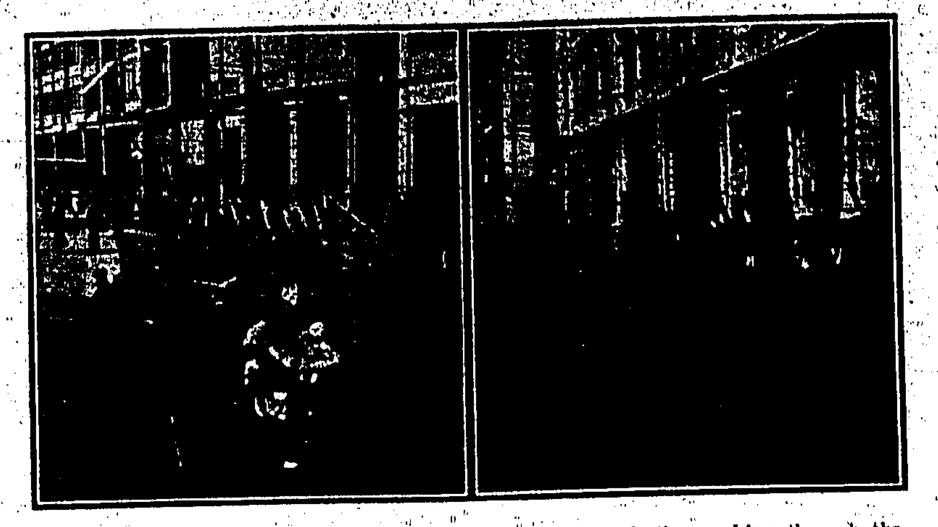

Photo shows reinforcements recently arrived from the North marching through the streets of Canton. On the left is the Red Cross detachment; note the rolled-up stretchers carried by the men.

LORD BLEDISLOE'S NEW POST.

APPOINTED GOV.-GENERAL OF NEW ZEALAND.

AN AGRICULTURALIST.

London, Nov. 29.

His Majesty the King has approved the appointment of Lord Bledisloe as Governor-General of New Zealand in succession to Sir Charles Fergusson, who has held the position since 1924.—*Reuter.*

Lord Bledisloe, formerly Sir Charles Bathurst, is an agricultural authority as well as a statesman.

Born in September 1867 and educated at Sherborne, Eton and University College, Oxford, he was called to the Bar in 1894 and practised as a Chancery barrister and conveyancer for sixteen years. In 1910, he was elected Conservative M.P. for S. Wilts and was made a member of the Council of the Duchy of Lancaster.

Meanwhile, in the development of his Gloucestershire estate, Lydney Park, he had made a close study of farming problems and in 1915 he became President of the Central Chamber of Agriculture. Next year when a Ministry of Food was created to cope with the difficulties caused by the war in the maintenance of food supplies in Britain, he was appointed its Parliamentary Secretary.

From 1917, when he was knighted (K.B.E.), until after the end of the war he was chairman of the Royal Commission on Sugar Supplies and Director of Sugar Distribution. In 1918 he was raised to the peerage and was afterwards president of the Bath and West of England Agricultural Society, the British Dairy Farmers' Association, the Central Landowners' Association and the Agricultural Section of the British Association, and chairman of the Farmers' Club.

In 1924 on the formation of the Baldwin Conservative Government he was appointed Parliamentary Secretary of the Board of Agriculture and shortly afterwards made a tour of Canada and the U.S. to study agricultural conditions there. One of the proposals that he put forward on his return was for the formation of a national park for the preservation of the wild life of the British countryside.

The idea was not taken up then, but in 1929, after he was out of office owing to the replacement of the Baldwin Cabinet by that of Mr. MacDonald he revived it, making the definite suggestion that an area of 36 square miles in the Forest of Dean, a region of Gloucestershire belonging to the Crown, should be reserved for the purpose. He found ready sympathy and support from the Labour Government and in October last, a committee was appointed to inquire into the proposal.

ENSLAVEMENT OF GERMANY.

BILL DEBATED IN THE REICHSTAG.

GOVERNMENT'S VIEW.

Berlin, Nov. 29.

The Reichstag to-day debated the Nationalist Bill "against the enslavement of the German People," which provides for the repudiation of all international treaties and agreements concluded by Germany since the War.

Dr. Curtius, the new Foreign Minister, after announcing that the Government expected the rejection of the Bill and stating that there would be a referendum on December 22nd, said that the Government regarded the Bill as an attack against the authority of the State and the Government's foreign policy.

Discussing that foreign policy, Dr. Curtius ridiculed the Nationalist suggestion that it was based upon a recognition of Germany's war guilt, declared that the Government had repeatedly repudiated the allegation of Germany's war guilt and stood by that repudiation.

Dr. Curtius bitterly attacked the author of the demand for a referendum against the Young Reparations Plan.

"If freeing Germany from the claims of Versailles were so simple, Dr. Stresemann would not have been obliged to sacrifice himself for this purpose."—*Reuter.*

BYRD'S FLIGHT TO SOUTH POLE.

ADVENTUROUS TRIP BEGUN YESTERDAY.

NEW YORK IN TOUCH.

New York, Nov. 29.

The New York newspaper report that the American Antarctic explorer, Commander Byrd, started this morning from his base at Little America, in the Antarctic, on an eighteen hundred mile flight to the South Pole and back.

Commander Byrd is flying a big three-engined aeroplane and is accompanied by Bernt Balchen as pilot, Harold June as wireless operator, and Captain Ashley McKinley as photographer.

They expect to be in continuous wireless communication with a New York newspaper throughout the flight which it is expected will be concluded within twenty-four hours.—*Reuter's American Service.*

CENOTAPH CEREMONY.

LOCAL SCOTS LAY WREATH ON MONUMENT.

Officers and members of St. Andrew's Society observed St. Andrew's Day by laying a wreath on the Cenotaph this morning. Those present assembled at the entrance to the Hongkong Club and walked to the Cenotaph two-deep. The wreath was laid by Mr. A. H. Ferguson, the Chieftain.

Those present, in addition to the Chieftain, were Mr. R. M. Dyer, Mr. B. Wylie, Mr. R. Sutherland, Mr. E. M. Bryden, Mr. P. Tod, Mr. K. E. Greig, Mr. K. S. Morrison, Mr. A. Ritchie, Mr. H. R. Forsyth, Mr. P. W. Ramsay and Mr. G. Duncan.

CABINET SALARY COMMITTEE.

PRESENT SCALES TO BE REVIEWED.

THE 1920 PROPOSALS.

London, Nov. 29.

The salaries of the Ministers of the State are to be reviewed.

The Premier, in a written reply to a Parliamentary question, says he proposes to set up a committee representing all parties to consider and report upon the matter.

He suggests the committee should take the report to the committee of 1920 and consider whether it requires any modification in the light of the circumstances of to-day.

The Committee of 1920 recommended that the Prime Minister's salary should be raised from five thousand to eight thousand pounds and that the salary of each of the two Law Officers should be reduced by two thousand pounds.

The Committee also recommended the following scale for Ministers: Twelve at five thousand pounds, four at three thousand pounds, six at two thousand pounds, eighteen at fifteen hundred pounds, and three at one thousand pounds.

All Cabinet Ministers, irrespective of their office, were to receive five thousand pounds yearly.—*British Wireless.*

THE C.E.R. DISPUTE ANTICLIMAX.

(Continued from Page 1.)

posals with reference to the Sino-Soviet dispute are so obscure and complicated that it is impossible to ascertain even in authoritative quarters a clear and definite idea of what it happening.

No Appeal Made.

It can, however, be reaffirmed that China has not sought anyone's intervention and has not yet made an appeal of any kind to the League of Nations.

It is learned however that informal conversations are now in progress between the Pact Powers regarding the possibility of drawing Russia's and China's attention to their obligations under the Kellogg Pact.

It is not clear on whose authority the feelers for reopening direct negotiations between Russia and China have been put out.—*Reuter.*

More Air Raids.

Tokyo, Nov. 29.

A message from the Rengo Agency's Harbin correspondent states that nineteen Soviet aeroplanes again raided Buchatu this afternoon, bombing the station and a munition depot.

One bomb struck a powder dump, resulting in a big explosion and a conflagration.

Four other planes attacked the town of Yalu which is half-way between Manchuli and Harbin. They bombed passenger and goods trains and caused severe damage.

The Chinese are demoralised and now engaged in a hurried retreat. —*Reuter.*

Dr. Wang's Denial.

Nanking, Nov. 29.

Dr. C. T. Wang to-day denied the report that Mukden was negotiating with Moscow.—*Reuter.*

ARMS LAW BEING AMENDED.

(Continued from Page 1.)

not a question of whether the vessel in question is Chinese or non-Chinese but whether it is of a certain type.

The title of the office of Captain Superintendent of Police is about to be changed to that of Inspector General of Police. Section 7 of this Ordinance substitutes the new title throughout the principal Ordinance.

Section 9 inserts in the principal Ordinance, a new section 33 which provides that the various officers of the police force not below the rank of Assistant Superintendent shall have all the powers conferred on the Inspector General of Police by or under the principal Ordinance.

The commencement of the Ordinance is postponed until the 1st January, 1930, because that is the day when the new title of the Captain Superintendent of Police

COSTES' RECORD.

NEARLY 8,000 KILOMETRES IN STRAIGHT LINE.

Paris, Nov. 29.

The French Aero Club has officially recorded the distance in a straight line flown by Costes and Bellonte, from Le Bourget to the neighbourhood of Tsitsihar, as 7,905,140 kilometres, a world record.—*Reuter.*

Bankruptcy notifications state that a supplementary dividend of six cents per cent. has been declared in the case of Fung Tat-hang, a third dividend of $20 per cent. in the case of A. Kwai and Co., and a second dividend of $10 per cent. in the case of Fung Shu-kai.

LOCAL WEDDING.

PRETTY CEREMONY AT ST. JOSEPH'S CHURCH.

A very pretty wedding was solemnised at St. Joseph's Church, Garden Road, yesterday, the contracting parties being Miss Doreen Byrne, daughter of Mr. and Mrs. D. J. C. Byrne of Calcutta and Mr. Alan Stephen Mitchell, son of the late Mr. E. W. Mitchell of Hongkong and Mrs. M. S. Mitchell of No. 9 Tregunter Mansions.

The Rev. Father Parisotti officiated, and the bride, who looked charming in a dress of white satin, embroidered with silver beads, long tulle veil, and carried a bouquet of white rosebuds, was given away by Capt. E. J. R. Mitchell, H.K.V.D.C., brother of the bridegroom.

Her attendants were Miss Marjorie Lammert and Miss Patricia Mitchell (cousin and niece respectively of the groom), who wore dresses of white net and carried bouquets of sweat peas.

Mr. G. P. Lammert, junior, (cousin of the bridegroom) discharged the duties of best man.

After the ceremony, a reception was held at 9, Tregunter Mansions, where a host of friends gathered to wish the happy pair health and happiness.

Later Mr. and Mrs. Mitchell left for Shek-O and Fanling, where the honeymoon is being spent, the bride's travelling attire being a bottle green printed ring velvet dress with coat and hat to match.

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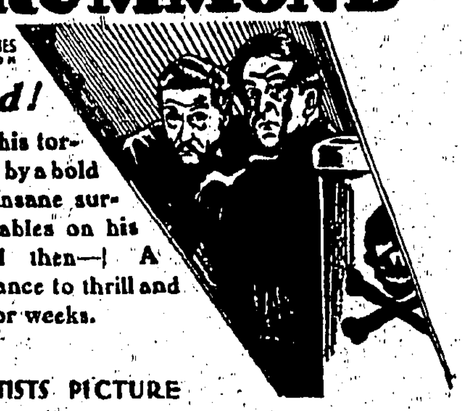

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FINAL SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

AT THE WORLD
FINAL SHOWINGS TO-DAY
Continuous Performance
From 1.15 to 11.15.

AT THE STAR
FINAL SHOWINGS TO-DAY
At 2.30, 5.30 & 9.20.